CHICAGO CITY MANUAL

1911

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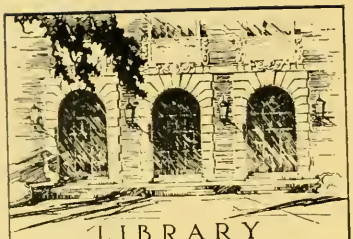

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1911

PREPARED BY
FRANCIS A. EASTMAN
CITY STATIBTICIAN

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OFFICIAL CITY HALL DIRECTORY

Location of the Several City Departments, Bureaus and Offices in the New City Hall

FIRST FLOOR

The Water Department
Superintendent, Bureau of Water
Assessor, Bureau of Water
Meter Division, Bureau of Water
Shut-Off Division, Bureau of Water
Chief Clerk, Bureau of Water
Cashier, Bureau of Water
Water Inspector, Bureau of Water
Permits, Bureau of Water
Plats, Bureau of Water

The Fire Department
The Fire Marshal
Hearing Room, Board of Local Improvements
The Chief Clerk, Assistants and Clerical Force

Department of the City Clerk
Office of the City Clerk
Office of the Chief Clerk to the City Clerk
Department of the City Collector
Office of the City Collector
Office of the Deputy City Collector

Office of the Cashier of the Department
The Saloon Licensing Division

SECOND FLOOR

The Legislative Department
The City Council Chamber
The City Council Committee Rooms
The Rotunda

Department of the City Treasurer
Office of the City Treasurer
The Assistant City Treasurer
The Chief Clerk and Assistants
The Cashier and Pay Roll Clerks

Board of Local Improvements
The President's Room
The Secretary's Room
The Bookkeeper's Room
The Board's Law Department
Board Members' Assembly Room
Private and Public Officers of the Division of Streets, Engineers, Sidewalk Inspectors, Special Assessment Section

THIRD FLOOR

The Assistant Superintendent of Police
The Secretary
Clerks

Police Vehicle Department

Election Commissioners
The President's Room
The Chief Clerk
The Assistant Chief Clerk
The Attorney

The Custodian of Police Department
Council Committee Rooms

Transportation Committee Rooms

1117725

VAULTS FLOOR

Vaults for all Departments
Municipal Court Clerk's Vault

Department of Supplies
Office of Purchasing Agent
The Stationer
The Chief Clerk

The Gas Inspector
The City Sealer

The Compensation Bureau

Cement Testing and Chemist's Laboratory of Board of Local Improvements

FOURTH FLOOR

Public Works Department
The Commissioner of Public Works
The Deputy Commissioner of Public Works
The Chief Accountant
The Bond and Contract Clerk

City Engineer
Division of Water Pipe Extension
The Sewers Division
Bridges and Harbor Division
Bureau of Streets and Alleys
Bureau of City Maps and Plats

FIFTH FLOOR

The Mayor
Secretary to the Mayor

Department of Finance
The City Comptroller
The Assistant City Comptroller
The Chief Clerk
The Auditing Clerk
General Accountant Clerk
The Real Estate Agent
Office of the City Paymaster

Department of Law
The Corporation Counsel
Assistants to the Corporation Counsel
Special Assessment Attorneys
Chief Clerk and Secretary to the Corporation Council

Police Department
The General Superintendent of Police
The Secretary to the General Superintendent

SIXTH FLOOR

Department of Civil Service
Office of the President
Civil Service Commission's Rooms
The Chief Clerk and Examiner
The Attorney to the Commission
The Clerical Division

Department of Electricity
The City Electrician
Assistant City Electrician
The Chief Clerk

The City Attorney
The City Prosecuting Attorney

Department of Smoke Inspection
The Smoke Inspector
The Assistant Smoke Inspector
The Chief Clerk

Department of Boiler and Steam Plant Inspection

SEVENTH FLOOR

The City Health Department
Commissioner of Health
The Assistant Commissioner
The Secretary to the Commissioner
The Sanitary Bureau
The Vital Statistics Bureau
The Laboratories
Bureau of Food Inspection
Hospital and Ambulance Service

Department of Buildings
The Commissioner of Buildings
The Deputy Commissioner
The Secretary
The Assistant Secretary
The Chief Fire Escape Inspector

EIGHTH FLOOR

Department of the Municipal Court
Municipal Court Clerk
Municipal Court Bailiffs
Municipal Court Rooms One, Two, Three and Four

NINTH FLOOR

Department of the Municipal Court—Continued
The General Offices of the Chief Justice
The Chief Clerk
Municipal Court Rooms, Five, Six, Seven, Eight, Nine, Ten, Eleven and Twelve

TENTH FLOOR

Small Parks and Playgrounds
President of Commission
The Secretary
The City Forester

Bureau of Statistics and Municipal Library

Department of Track Elevation
The Commissioner of Track Elevation
The Engineer
The Secretary

Office of the Oil Inspector
Bureau of Architecture
The City Architect
Board of Examining Engineers
Board of Examining Plumbers
Custodian of the Building
Chief Janitor

The Civil Service Examining Rooms
The Secretary of Police Department
Municipal Court Juror's Assembly Rooms

ELEVENTH FLOOR

The Municipal Court Rooms Thirteen, Fourteen, Fifteen, Sixteen, Seventeen, Eighteen, Nineteen, Twenty, Twenty-one, Twenty-two, Twenty-three and Twenty-four

BASEMENT

Office of the
Gas Inspector and Testing Room
Water Pipe Inspectors
Sower and Flushing Gang

Standard of Measures

Storage Vaults for the Water Department, for the City Clerk, for the City Collector, for the Board of Local Improvements and for the City Electrician

Public Comfort Stations, with entrances from La Salle and Washington Streets

PREFACE

It may be recalled that the first issue of the Chicago City Manual (1908) was received with both official and popular favor; and that the following issues (1909-1910) were even more cordially accepted in the City Hall and by numbers of citizens. The edition each year has been much too small to meet the demands for copies of the book. Applications for them were constant here in Chicago, and they were only less frequent from all parts of the country. Admittedly, by those best able to judge, it has been an aid to departmental operations, and has well served an educational purpose. It contains many things of interest and importance, arising in the City Council or in the departments—things which the newspapers do not find extended space for—and so they are preserved for reference and for a future time. True, the Journal of the City Council, an invaluable publication, prints verbatim reports of the proceedings, but regrettably it does not circulate among the people.

The catalogue of books and documents in this Library, issued as a companion to the first City Manual, should have advised the officials of some of the other public libraries of Chicago that here their own acquisitions on municipal subjects are equaled or exceeded. But it appears from a "Check List of Books and Pamphlets on Municipal Government Found in the Free Liraries of Chicago"—such is the title—that was issued in connection with the International Municipal Congress and Exposition held recently at the Coliseum, that the intelligent compiler of that document was ignorant or careless in one particular. He limits the collections of volumes and pamphlets relating to municipal affairs to "three public libraries properly so called, excluding several but valuable depositories," among which he mentions, as being second, the Bureau of Statistics and Municipal Library, "a bureau of the city government that ordinarily is not open for use by the general public." Amazing! We might invite a comparison of our library with any of the other libraries as to the number of municipal topics covered by it, and the quantity of appropriate material on its shelves, and not fear the result. And this bureau

is open to the public every weekday, and all day. The Check List's table of contents has forty-four topics, few of which are not contained in the catalogue of the Municipal Library. We could supplement the Check List's enumeration by half as many more.

The major part of the work done by the bureau is for the Aldermen. Only a few, if any, of the very active members of the Council have failed to give us opportunities of serving them. In the spring of every year, at the annual renewing of the Council, letters have been addressed to the Aldermen, that have reminded some and informed others of the existence of this Bureau and Library and of our readiness to supply them with any and all data that they might require as helps in their aldermanic labors. The majority have not neglected to avail of such helps. And we have throughout the year had satisfaction and pleasure in serving in like manner, teachers, students, the newspapers and members of the various clubs in which civics are pursued. At the same time we have conducted an extended correspondence through the mails. All the world writes to the Mayor for all sorts of facts of administration, and generally of the city, and hundreds of the great number of letters received by him, and which neither he nor his secretary have time to answer, are referred to the head of this Bureau for attention. Besides there is an unending volume of correspondence carried on here direct with the Mayors and other officials, and with educationists and prominent citizens of other cities in this country and in Europe; and even in China, Japan and Australia; indeed, in most parts of the earth where civilization prevails. We exchange public documents with them all, or nearly all of them. During the last year we have sent off over 3,000 numbers and have received 4,500, giving us net permanent accessions of 1,500 volumes or preservable pieces.

In this connection we cannot refrain from introducing a compliment by Delos F. Wilcox, chief of the Bureau of Public Franchises of the Public Service Commission for the First District of New York, paid us in his valuable work entitled "Great Cities in America." "One slight indication," he says, "of the civic pride and civic interest out of which all good things must come, is the publication by the Bureau of Statistics and Municipal Library of the City of Chicago, of the Chicago City Manual, which comprehends within its many pages historical, departmental and statistical information about the city and its various undertakings sufficient to equip the intelligent and stimulate the enthusiasm of any citizen desiring to do his part."

ANCIENT RELIGIO CIVIL SETTLEMENTS IN AMERICA.

Even well-informed dwellers in one or other commercial metropolis with which every section of this country is supplied, when pursuing their businesses seldom or never are mindful of the fact that not all the cities in the United States are young; that two score or more are of ancient origin. Of an origin so remote that from the mere fact of their antiquity is brought down an acquired venerableness to each of the modern ones. By a merely casual inquiry into the genesis of a number of these, it is found that about twenty are extremely venerable; that their traceable histories march along with three centuries of time past. But the most diligent searchers in these matters are so obsessed with the popular notion which regards as recent all that is seen of development by human agency in every part of this country, that they have a feeling of resentment almost at being compelled now and then to admit that the process of tentatively occupying and civilizing this continent, south of the Arctic circle and between the two great oceans, was begun not long after its discovery by Columbus. The moving force in such adventuring was religious, strengthened here and there by the natural desire to explore unknown distant regions. It is forever memorable that the Roman Catholics sought out habitable places on the South Atlantic coast and on the Pacific border, while the religionists who led the Pilgrim movement in England and Holland chose points on the North Atlantic coast at which to settle. Nothing but the harsh climate where Chicago stands forbade the settling here of a Catholic community that would have been coeval almost with those now to be mentioned.

The distinction of greatest age is contended for by at least three ancient cities—St. Augustine, Florida; Sante Fe, New Mexico, and Bangor, Maine.

ST. AUGUSTINE.—What is believed to be the oldest house in the United States is standing to-day in this ancient town. It was built in 1565 by Mendez de Aviles, who arrived Sept. 8 of that year, and from this house for headquarters he destroyed the French settlers on St. John's river. There is the city gate by which originally was gained entrance to Fort Marcoe. It is well preserved and an object of interest to tourists. An old sea wall stretches its length along and behind the plaza which commemorates an historical event of uncertain character and date. A cathedral, built by the early settlers of the Catholic faith, has

told for ages of religious devotedness, and does not yet show marks of fatal decay. It would be an attractive canvas that should present a picture of a gathering of worshipers there in the seventeenth century. What were the social customs and freedoms of the original dwellers here, it would be interesting to know, but of no avail to inquire. Unlike all other still inhabited ancient cities in this country, St. Augustine has no considerable new quarter. And it has no business to speak of.

SANTA FE, N. M.—It is by historians conceded that the starting of Santa Fe was some forty years later than the building, in St. Augustine, of what is recognized as the oldest house in the United States. But it is believed that the former city was begun first by a few years, as a preaching and trading place. At all events, there are those who have heard the claim made in the cathedral at Santa Fe. The capital of New Mexico occupies a site nearly 7,000 feet in elevation. It is of a quaint appearance—narrow streets, a central plaza and adobe houses. Of the older buildings there may be mentioned the governor's palace, the cathedral of San Francisco, the church of San Miguel and Fort Marcey, dating from the Mexican war period. It has all the public buildings and institutions that are requisite to a modern capital of the minor class, and besides a fine federal building. The city may not further be described here, as most Chicagoans either have seen or read of it. But there was a time, and that not long ago, when Chicago practically had no knowledge of and absolutely no connection with Santa Fe. Until the years 1846-7, those of the war with Mexico, the Santa Fe trail led no farther east than to the Missouri river, and was an object of interest only to St. Louis and that city's river-town connections. But no sooner were Chicago's volunteers for that fight off in boats from Leavenworth than frequent mention of Santa Fe was made in the weekly budgets of news from the front. First a cry of disappointment came from thence, because our soldiers, as they thought, were carried not toward, but away from the seat of hostilities. In fact, the larger number never did get beyond that much-profiting trading post. Those that went further were sent 400 miles west on a volunteer expedition to rescue white women and children, as white and no whiter than Mexicans, from the Indians. In this expedition were Murray F. Tuley and C. C. P. Holden, both lately deceased, after many years of distinction and usefulness in this city. What the Chicago soldiers were doing the while was hardly to be guessed by their friends at home, so long did they have to wait for news to come from that far-off and almost

trackless point. The Philippines are not more distant to-day. Then the railroads had not begun their conquering march across the continent.

FOUR CITIES OF CALIFORNIA.—Four cities of California have histories running back for 200 years, to the date respectively of their beginning, which bring us moderns in contact with old-world civilizations. The United States as a prize of war acquired California, and with that golden land the cities of Los Angeles, San Diego, Santa Barbara, Monterey; and the whole country now prides itself in these possessions so richly favored by nature and marked of antiquity. As all people who travel, some time in their lives visit California, the towns just named shall have but brief mention. First in importance is:

LOS ANGELES.—The first settlers there, Catholic missionaries, came overland from Mexico City in 1769. They built a church at the foot of a hill and opposite to it enclosed a vacant square which ever since has been called the plaza. This church still stands, and various services are held there every day the year round. When the United States took possession the area of the town was greatly extended and emigrants from the east began to come in, and were made welcome by the Mexicans already there. A glimpse of the gay social life then led there is given in Dana's "Three Years Before the Mast," a classic not enough read nowadays. The first description of Los Angeles, written by a Chicago man and printed in a newspaper here, was in 1866. He gave the population as about 6,000. The first railroad connection was just then established and because of that event the natural beauties of the place and its delightful climate were not long in being made known to the world. In the last two decades the population has grown by leaps and bounds. But still features of the old town remain to remind residents and visitors of a time and things almost legendary.

SAN DIEGO.—A hundred years before the first house was built in St. Augustine, the site of San Diego was sailed up to by white men. But it was not till another hundred years that a band of San Franciscan fathers erected a mission house there. Then came Spanish and Mexican settlers, and after that the place had a very long sleep. Lieutenant G. H. Derby ("John Phoenix") edited a paper there for a week, and by his humor awakened the town and advertised it to easterners. With its fame came east agents of boomers, who took back with them prospective in-

vestors in real estate. One in Chicago who bit was David A. Gage, proprietor with his brother and John A. Drake of the Tremont House. He made the journey to San Diego and upon his return sought to organize a syndicate to build a hotel there and send him out to keep it. But too quickly he was in financial difficulties and the scheme fell through. In 1880 and for two years more the little coast city grew apace, and then it came to a halt, since which time down to four years ago, it scarcely held its own. But in these last four years it has increased as never before. It is ambitious of celebrating the opening of the Panama canal, and by way of practice, perhaps, only last summer her citizens held a successful celebration by which a Chicago company profited to the extent of $15,000, received for street floats, representing different stages of the city's existence.

SANTA BARBARA.—This beautiful city, though too small to be of account for business, is a famous winter resort, but as well a delightful place for all the year round residence for families that have ceased their money-getting activities. Well-known Chicago families are there in numbers. They like to call it the Mentone of America. It has a history that runs about as far back as does that of any other town on the Pacific coast, its famous mission dating from 1786.

MONTEREY.—Here is the wonderful mission house, called after St. Charles Borromeo, and built in 1770. It was a religious community, and like all such at the time in that new quarter of the world, was maintained by contributions in kind of Mexican cultivators of the grape and users of the press, and by converted Indians, who were compelled to work parcels of ground. Miscellaneous emigrants were never attracted to the place. As late as the outbreak of the Mexican war not more than a few hundred settlers were there. Then it became a possession of the United States. From the ocean Commodore Sloat entered the stormy roadstead July 7, 1846, and raised the American flag. It was the capital of the military government of California and there the convention was held that drafted the state constituion. The year of California's admission into the Union—1850—Monterey was incorporated as a city.

SAN FRANCISCO.—San Francisco? This world-famous city hardly belongs in the present category. The exact site of the place bears no ancient marks. In the year of the Declaration of Independence on the opposite coast of America, Spanish religionists were erecting there the Mission Dolores, but it would appear

that such inhabitants as it had would not stand for sighs and tears, for a few years afterward the mission was abandoned. The name San Francisco was adopted in 1847 and the history of the city since that date is known of all men. In a true sense it is a very modern city, one which moral Chicago refuses to take as an example.

NOROMBEGA, OR BANGOR, MAINE.—Last year's great fire in Bangor served as well to call attention to its almost mythical beginning, as to make occasion for accounts of the city's industries and prosperity. To the present writer, the calamity recalled vividly to mind the meeting in Chicago at Ibach's "Sharp Corner" restaurant, of two remarkable men, and a newspaper reporter of the day, just after two of the party had listened while the third lectured in Metropolitan Hall. The men of mark were the Rev. Henry Giles and Captain Mayne Reid; the former a learned and brilliant discourser upon literary subjects, the latter the author of a series of exciting novels, to collect materials for which he frequently had adventured into the far west. They both were convival souls and both were Englishmen, though Giles was born in Wexford, Ireland. They had last seen each other in London, and now they were disposed to celebrate their chance meeting together in Chicago by wetting the heel of the evening. The Rev. Henry Giles for an hour and a half that evening had spoken in the old hall on "Human Life in Shakespeare," and Captain Reid had been of the audience. At the close they met and the better to renew old acquaintance repaired to the already mentioned restaurant. The captain was just in from the western plains and mountains, and loaded with material for another thrilling tale. He wondered that one naturally restless, as was his friend, should be content to settle down in a tame New England town, when a vast area in the west, yet wild and teeming with wild life, was beckoning to explorers. But Mr. Giles was not to be allured by the prospect; his mind as on ancient peoples and literatures. "Ancient peoples!" the novelist exclaimed. "The west can show you evidences a-plenty that mankind inhabited there perhaps for ten centuries, or till some general disaster carried them off. Their buried cities, he doubted not, would reward the digging for in some proportion to the rewards obtained for such effort in the classic parts of foreign lands. "I will take your word for that," responded Mr. Giles, "but I know that in the state of Maine there is a city now occupying the site of a place that has passed into dim legend, but which once existed and was inhabited by white men—Norombega it was by name, which was another Indian name for the Penobscot river." He

would rather dig in hidden literature for some account of that legendary city than to delve in the tombs of red men for their relics. He was growing excited, while the captain laughed. He continued: "At the time of John Milton, what I have called dim legend, probably was a printed fact, for the poet mentions Norombega in Paradise Lost:

> Of Norombega, and the Samoed shore,
> Bursting their brazen dungeons, armed with ice,
> And snow and hail, and stormy gust and flaw,
> Boereas and Caceias and Agestes loud
> And Thrascias rend the woods and rock upturn.

"That was the actual Norombega which once stood where Bangor now is. This fabled city certainly did exist; listen hard enough and you will find it of classic renown, and will admit that it deserves at least to be noticed along with the buried cities of the wild west plains, and with the commercial upstart owns." With this outburst the evening ended and the present writer never again heard or saw mention of Norombega till after the Bangor fire of last year. At the time of that conflagration the New York Evening Post said: "It is not possible to dismiss Bangor as a New England town with a classic past. It has a record that runs back even into the mists of medieval times, when it was the reputed site of an ancient great city, with a skillful and dexterous people, as an old chronicle has it, and as Mercator and other sixteenth maps indicate."

ALBANY, N. Y.—Through the long, narrow and beautiful stretch of water named Lake Champlain, French emigrants found easy access to the valley that conducts down to Albany. In 1540, when Francis I. reigned in France, numbers of them adventured and became the first white settlers on the ground where, since 1797, has been the capital of the state of New York. They were followed and mostly elbowed out of their holdings, by Dutchmen in 1614, who built a castle and called it Fort Nassau. Hollanders arrived in 1624 and erected a fort, which they named Orange, and for a time that was the name of the place. The English came and conquered in 1664, and changed the name to Albany, after the Duke of York and Albany, afterward King James II. It is the oldest existing European settlement in the thirteen original states, ante-dating New York city and having been virtually the provincial capital of the various groups of settlers from the first. Such it continued to be all the days of the real Knickerbockers, of whom Irving delightfully wrote,

though perhaps the most dwelt on Manhattan. New York city figured greatly after the revolution, but neither then nor afterward down to very recent days was it established as a center of political influence. Albany had that distinction. As late as 1847, the year of Chicago's river and harbor convention, as great or greater attention was paid to the Albanians present than to any from New York city. Thurlow Weed predicted that Chicago would in ten years have a larger population than Albany then had and our people took courage of hope. (Albany's then population was 32,840. Chicago's population ten years later was 88,226.) It would be to exclude this ancient and interesting city from notice here, should data showing the amount of its trade and commerce be introduced. Its venerableness alone is considered. But just one item—when Chicago's early settlers were making homes and establishing business here, flour and meats came from Albany, as did, too, Russian tallow for light-giving candles.

Boston, Philadelphia and Baltimore, all three are cities that, like New York, date each from far back, but it is not their ancientness that induces remark. Their modern features alone are much regarded. The same might be said of New Orleans and St. Louis. But one city remains to be noticed.

CHARLESTON, S. C.—In 1873 Josiah Quincy of Boston—patriot and orator and founder of a distinguished family—wrote that Charleston was "beautiful and in many respects magnificent and far surpassed everything he ever saw or expected to see in America." With reference to the location and the homes, the tree growths on the streets, and the public gardens, etc., this eulogy fits this attractive town to-day. It has brought down to now all its singular beauty. The entire south is proud of it, and the whole nation should be. The first settlement was made by the French in 1562, but their stay was short. Next came an English colony in 1670, who named the settlement Charles Town, after Charles II. Then came a colony of Huguenot refugees. Still another colony arrived in 1755; these were deported Arcadians, a people who took Longfellow's fancy at their former home. For many years this mixed settlement was frequently engaged in self-defense against envious foes—Spaniards and French. The last attack of the kind was beaten off by Commander Rhett of an improvised force. A descendant of this victor is to-day Mayor Rhett of Charleston. This city was the first southern city to join the revolution, a fact worth remembering when we are minded to recall that it began the civil war by firing on Fort

Sumter. The harbor is good and the commerce considerable, but so small is the population that it has not been necessary to destroy historic Charleston and build a mercantile and manufacturing town in place of it.

TOWN OF CHICAGO BORN OF NEW TIME.

Coming into being amid wild nature scenes, and wilder ones imposed by red-men of the near-by forest, Chicago Town notwithstanding had its origin in calm adventure and rational enterprise. Churches and its ministers were not long in making their appearance, but as attendants upon business-like pioneers, and not themselves presuming to set up a controlling policy, after the manner of the ancient white communities on the new continent. Resolute men adventured hither with the high purpose of founding a town or city, that should draw to it other adventurers by thousands, and at the same time extend indefinitely the borders of agriculture's domain. It was scarcely an experiment; the amazing, waiting field was spread out, as it were, under the million eyes alike of preparing migrants and emigrants started for or arrived in this land of promise. It may be doubted if many of these had read the attractive reports of early religious prospectors, or even the narratives of the few American scientific explorers in western regions. They all heard of the marvelous extent and wonderful fertility of the Great West, and such of them as were setting their stakes at Chicago felt that here would rise a considerable city; but none of them dreamed there would ever be here the continental metropolis, which we of the present generation behold. Astonishing rise of our young city! Let some of the incidents that were attendant on its birth be briefly reviewed, lest all too soon they become mythical.

The high power of the United States government was present at the starting of Chicago Town. The congress had granted an ample body of land to the Illinois and Michigan Canal, and had followed up the grant with an authorization of the Canal Commissioners to lay out towns or alternate sections. Section No. 9 contained the Fort Dearborn Settlement, which then constituted a voting precinct of Peoria County. Now the town being laid out—the year was 1830—the settlers might, had there been enough of them, at once have contrived some regular authority in the place. Three years later, in the historical 1833, there were counted 28 voters, and at a meeting held in July to provide according to

the statute for the incorporation of the town, the most of these attended, and all but one voted to incorporate. A number, who afterward became distinguished citizens, were among those who participated in the election. The president of the meeting was Colonel Thomas J. V. Owen and the secretary was Dr. E. S. Kimberly. These names, of course, were appended to the subsequent call for the election of town officers, August 10. To judge from the many candidates for the few offices, who, as appears from a record of that date, pressed their claims, the interest was very great in the contest. More than the voters were the non-voters, and these latter doubtless were thinking of other things than village politics.

Great matters were then preparing, and were about to be shown to the hopeful people. Five million acres of land were about to be acquired of the Indians by treaty executed in Chicago between chiefs of the Pottawatomie and other tribes, and three Commissioners of the United States government, the second of whom was Colonel Thomas J. V. Owen, who must be regarded as the father of Chicago Town. He probably had more influence on the treaty than both the other two commissioners together, for he had been three years Indian agent here, and having been appointed from Kentucky by President Jackson, he had something of the spirit of that invincible leader. Indeed, we read of complaints made at the time that he had done gratuitous work in advance on the ultimate treaty.

The case was this. The result of the Black Hawk war (1832) was to extinguish the title of the Sac and Fox Indians to their lands east of the Mississippi river, and all their lands lying south and east of the Wisconsin river and the Fox river of Green Bay, to the United States. The Chippewas, Ottawas and Pottawatomies still held title to their land in northeastern Illinois and southern Wisconsin, besides large tracts in Michigan and Indiana. The authorities at Washington were determined to open up to civilization the ceded lands lying to the north and northwest, but to do this it was necessary that the Indian title to lands lying along the western shore of Lake Michigan should be extinguished. No one saw more clearly than Indian Agent Owen the vital importance of this to Chicago.

September, 1833, was the month appointed for the grand council, and two weeks were taken up with the assembling of the tribes. By the 15th of September five thousand Indians, following their different tribal chiefs, had arrived and were tented on the adjacent prairie. A visiting eye-witness wrote the few lines now

to be quoted, and much beside, descriptive of the strange scene: "Far and wide the grassy prairie teemed with figures; warriors, mounted, on foot, squaws and horses. Here a race between four Indian ponies, each carrying a double rider, whooping and yelling like fiends. There a solitary horseman with a long spear, turbaned like an Arab, scouring along at full speed; groups of hobbled horses; Indian dogs and children, or a grave conclave of gray chiefs seated on the grass in consultation."

What new town was ever before or since organized fronting such a spectacle? Mind, the town's first officers had hardly been installed and the villagers were practically without civil protection. Take this further bit of description from the writer just quoted: "The little village was in an uproar from morning to night, and from night to morning, for during the hours of darkness, when the housed portion of the population strove to obtain repose in their crowded plank houses, the Indians howled, sang, wept, yelled and whooped in their various encampments."

But how sped the treaty? "Day after day passed," says the same eye-witness in his still extant letter. "It was in vain that the signal gun from the fort gave notice of an assemblage of the chiefs at the council fire." There was evident reluctance to meet the commissioners, and not till the 21st of September did they join in palaver. "Then the council-fire was lighted under a spacious open shed on a green space on the opposite side of the river from that on which the fort stood. * * * The palaver was opened by the commissioners. Then an old chief rose and wished to know what was the object of the Great Father at Washington in calling his Red Children together at Chicago." He had known this well enough all along, and his dilatory question was put to get time for irrelevant proposals, just as white politicians sometimes do things. Now one of the commissioners—we may be sure it was Colonel Thomas J. V. Owen—made them "a forceful Jacksonian speech, wherein were threats mingled with exhortations not to play with the Great Father, but to come to an early decision whether they would or would not sell and exchange their territory." We may well believe that good part of the Colonel's impatience on the occasion was owing to the pressing demands of the exposed inhabitants of the forming village. But the best the commissioners could do, the conference lasted five days; on the sixth, September 26, the treaty was concluded. The precise terms of the treaty may be omitted here, as being too lengthy. They can be indicated in few words: The cession by the Indians practically was complete, and the land so ceded contained about five million acres, the consideration for which was the conveyance

to them by the U. S. Government of about an equal number of acres lying, a part in the Indian Territory and part in the present state of Kansas. Different sums of money were allowed them, for various purposes, to be paid mostly in installments at Chicago. The removal of the Indians was conducted by tribes; the last of the tribes being removed in the birth year of Chicago City, 1837.

The treaty gone into effect, Chicago town gathered up its loins and began the wonderful race that destiny had set before it. Right here is a good place where to show up the "before" and the "after." Take for the purpose this summary of a letter, written at Chicago and printed in an Albany (N. Y.) newspaper in the spring of 1833, a few months before the treaty:

"The village is built along the south side of Water street and westward the settlement at the forks. There are scattered shanties over the prairie south, and a few rough unpainted buildings on the north side, a little north and east of the old Kinzie house. The whole represents a woe-begone appearance, even that of a frontier town of the lowest class. It does not show a single steeple nor a chimney four feet above the roof. A flagstaff at the fort, some fifty feet high, flaunts, on pleasant days, a weather-beaten flag. The buildings of the fort are low-posted and uncommanding. Approaching the village by land from the south one sees on emerging from the oak woods, some two miles south, a good stretch of level grass, the lake on the right, woods along the border of the main river, and lying on the background of the woods only a thin cloud of smoke from the shanty chimneys, a line of almost indefinable structures, and the aforesaid flag. A brown path, where the grass has been trodden down, leads to the fort, and another a better marked and wider path, leads across the prairie toward the forks where the Sauganash hotel flourishes."

Now take this, printed in Niles' Register the year after the treaty was consummated, as a picture of what Chicago then was:

"The writer is informed by a gentleman recently from Illinois that Chicago, which but eighteen months since contained but two or three frame buildings and a few miserable huts, has now five hundred houses, four hundred of which have been erected this year, and two thousand two hundred inhabitants. A year ago there was not a place of public worship in town; there now are five churches and two school houses and numerous brick stores and warehouses. The shipping lists of daily arrivals and depar-

tures show how soon the enterprise and activity of the citizens have discovered and improved the capabilities of that port. There have been three hundred arrivals this year of lake craft, and more than $50,000 worth of salt has been sold there this season, and of European and domestic merchandise to the amount of $40,000. A line of four steamboats of the largest class of lake boats and regular lines of brigs and schooners are now established between that port and the principal ports of the lower lakes."

This mighty change in the business aspects of the place was by the citizens thought to be owing, as in fact it was, to the treaty which opened up for settlement the lands west and north of Chicago until then owned by the Indians. The hero of that treaty, in the eyes of his fellow citizens, was Colonel Thomas J. V. Owen, and they gave him the highest honor they could. The result of the election of town officers, held thirty-one days before the conclusion of the treaty, was the choice for trustees of T. J. V. Owen, George W. Dole, Madore B. Beaubien, John Miller and E. S. Kimberly. At the first meeting of the board R. J. Hamilton, father of Henry R. Hamilton, who is still with us, was appointed clerk pro tem., and, as a notary public, he administered the oath of office to the members. For president choice was made unanimously of Colonel Owen. He served in that capacity two years, and in that period was health officer and school trustee. He was influential in securing the first resident Catholic pastor for Chicago. His name appears to the petition to the Catholic Bishop of Missouri, on which that dignitary acted when he sent J. M. I. St. Cyr, priest, to officiate regularly at the just then organized St. Mary's church. It cannot now he said of whom his household was composed, beside himself and his wife; but he subscribed to the petition for nine in his family who would be attendants at the church. At his death he was a young man. He was born in Kentucky in 1801 and died in Chicago in 1835, two years before the birth of the city. His widow soon removed to East St. Louis, where it is ascertained she died, but no trace of the descendants of the gallant Colonel Owen has been found.

Dr. E. S. Kimberley of the board of town trustees may not be forgotten here, as report comes down that he was a good physician and a useful citizen for many years. Senator S. A. Douglas had one of the doctor's sons appointed to the Naval Academy; this son rose high in the naval service, and before the Civil War died an admiral. The doctor himself died in Libertyville on a farm of 160 acres which he had pre-empted of the government.

One of the defeated candidates for town trustee was Dr. J. T. Temple, who, next to Colonel Owen, was the most forceful man of them all. Probably his defeat was largely owing to the fact that he was a newcomer; he had been in the place but little more than a month, whereas most of the others had been on the ground for twelve months or for a trifle longer time. He came from Washington, D. C., and brought with him a contract to carry the mails betwen Chicago and Fort Howard, Green Bay. He began the improvements he afterward made in the village by erecting Temple building, the first structure ever dedicated here to religious services. It also accommodated the first schools. It was at the corner of Franklin and South Water streets. His family was prominent in the society of Chicago city for many years. Mrs. Cornelia M. Temple, his wife, also was from Washington, D. C., and their brilliant daughter, Miss Leonora Temple, subsequently was married to Thomas Hoyne, an eminent lawyer, who later was elected Mayor, and grandfather of Maclay Hoyne, now of Mayor Harrison's administration as First Assistant Corporation Counsel.

BIOGRAPHIC SKETCHES OF MAYORS NOW DEAD.

Of the thirty three individuals who have held the office of Mayor of Chicago, only five are now living. There have been fifty-two mayoralty terms, all of one year each, down to 1865, when the term was lengthened to two years. This remained the period till 1907, when it was extended to four years. That no more than four ex-Mayors, besides the present incumbent, still live is a striking fact when the brief space of time is considered since the office first was created here. Only one of the five is in the re-elected class.

Chicago has been fortunate in her Mayors. Her first was possessed of singular ability and high character, who on his coming hither from New York, left behind him a reputation for accurate discernment and soundness of judgment that made his recommendations of the new city good and readily accepted over the entire east. After him, the successive executives were not all of superior capacity, but here and there among them notably were such, and not one of them was other than a fairly representative citizen, both in respect of talents and in the general esteem. The compiler of this Manual has known personally every one who ever held the office of Mayor of Chicago, and is now dead, excepting Augustus Garrett, who died in 1848; all the other early executives lived on, each for a goodly number of years. It would therefore seem fitting that he essay short accounts of their lives.

William Butler Ogden.

William Butler Ogden was born June 15, 1805, in Wilton, Delaware county, New York. While still he was but a youth, his father died and as he was the eldest son he succeeded at once to the mastery of the family, which for that day was left well provided for. His education was such as the public school and academy could afford. He had ambitions above the common in a rural district, and his activities soon made him a conspicuous figure. When he was little more than 25 years of age he was chosen to represent Delaware county in the state legislature. Just then was projected the New York and Erie Railroad, and the burning question in the legislature was how to treat that enterprise. Mr. Ogden was a Democrat, and his party was jealous of the new power—that of the railroads—but with what, in the light of subsequent events, seems to have been a prescience of his eminent career in the Northwest as a railroad builder, he did not hesitate to become the leading advocate and champion of the New York and Erie measure, then pending in the legislature. His speech on the occasion, he many years after deposited with the Chicago Historical Society, wherein may be read his prophecy that the great West, the Northwest and the Southwest, would before very long be numerously traversed by railroads, the whole to form, in connection with natural and constructed waterways, "the most splendid system of internal communication ever witnessed by man."

He was a born leader, and destined to have part in great affairs. It was not by accident that in 1835 he determined to engage in exploiting Chicago lands. The waiting enterprise was outlined to him by a wealthy relative, and with enthusiasm he entered upon it. The interests he was to manage were Charles Butler's. They were mostly in lands on the north side of the river, where he soon acquired other lands of his own. The town was two years old, but there were no streets, only footpaths, in nearly the whole of that quarter. He built and occupied as an office a small frame structure at Michigan street and Wolcott, now North State, street. He came a bachelor and continued a bachelor as long as ever he called Chicago his home. But it may be imagined that he was made very comfortable in that state of singleness at the Lake House, then just built, at Rush and Michigan street. He was often heard to say that he never, before or afterwards, had such eating as at the Lake House. White fish of Lake Michigan, had for the casting for them from the shore, where now men and boys throw for perch; wild and tame

turkeys, prairie chickens, quail and snipe, that unscared flocked within gunshot of the city limits; venison in endless plenty from the nearby forests, and the best beef and mutton that could be imported; all this rich fare and a pleasant room at $4 a week —who would dispute Mr. Ogden? But the faring thus sumptuously every day did not satisfy him, or prevent his building a house for himself. On the block he had chosen for the purpose, between Cass and Rush and Ontario and Erie streets, he built a two-story frame house, the first story a kitchen and servants' work room and a flight of stairs on the outside leading up to the second story, where was the dining room, which also served as a living room and two bedrooms. Here the first Mayor was housed at the time of his election. It was situated three blocks north of the residence of the present Mayor, and four blocks east of where his immediate predecessor in office was born. His much finer house, which people still living and who were in Chicago before the great fire, when truly this was the "Garden City," will recall with pleasure, was erected the year after the owner's election as Mayor. All this time Mr. Ogden prosecuted his real estate business with tireless energy and sometimes with peculiar management. When he was short of money and a street needed to be made or extended, he would sell a lot to a settler with a team and take pay in shoveling and hauling dirt. Jacob Rehm, who still is a resident of the north side, and who, a boy then, was doing teaming for his father, remembers that he paid for more than one lot in that way.

It would be little to the purpose to trace out again the lines on which and the bounds within which Mr. Ogden carried on his numberless real estate operations. He sold, with here and there a few acres belonging to Walter L. Newberry or Dr. Wolcott, the whole north side south of Division street and east of Wells. And later his sales were of acres and lots in all parts of the city. The firm now in existence in this city that has the care of odds and ends of lands belonging to his heirs is authority for saying that during the time he gave personal attention to Chicago real estate, his sales equaled $10,000,000.

His mayoralty was uneventful, which is a pity; something should have occurred in the birth year of the city indelibly to mark it and advertise it to a late posterity. But if Mayor Ogden did not accomplish much, other than to get built the first draw bridge over the river, he on his own account and at different times did much work that properly was public. More than 100 miles of streets and several bridges, including two over the Chicago river, were made by him at the private expense of himself and clients.

As to his wonderful career as railroad projector and builder, so many reports and books are filled with accounts of it, it is so familiar a story, that particular mention of it here may be omitted. It should be enough to remind the reader that but for his early and late, and always wisely directed efforts to supply the northwest with railway transportation, this great division of the continent would to this day be sparsely settled and Chicago would now be little more than a frontier town. It was when he was most interested in this regard, that for once he returned to politics and secured a seat in the state senate. He frankly told the people that he wanted the office that he might the better promote railroad legislation, and as more railroads were desired by the people, his frankness did not offend—on the contrary, it pleased them.

In passing, the fact should be mentioned that William B. Ogden was a great social asset for Chicago. Every distinguished man arriving here from any country in Europe or from any part of the United States, brought with him commendatory letters to Mr. Ogden, or he made haste to call upon him. And every such visitor was sure of a kindly reception and generous entertainment. But to glance at the local society of the day. In the pleasant time of one-family houses and none other—small houses though they were —the courtesy of dinners at which there was no immoderate display was more frequently extended and heartily enjoyed than are the functions of to-day, however costly they may be. Mr. Ogden gave such entertainments at his house, which had an entire square to its grounds, and he accepted the invitations of his agreeable neighbors and gave no thought to the kind of houses they lived in. And many a time he was seen to look in upon a party of young people who danced in the pretty little parlors and who were not, as now the most are, picked up and carried off to some richly decorated hall, or to one or other of the famous hotels for their pleasures. Mr. Ogden was of distinguished appearance, but he never awed by his stateliness the humblest acquaintance with whom he came in contact.

After the great fire of 1871 Chicago saw little of its first citizen—first citizen he had always been regarded here. He did not forsake the city in its desolation, but worked day and night to repair what was reparable in his own and his friends' fortunes. But he had paramount financial interests elsewhere, and besides, he was about to marry Miss Mary Anna Arnot of Elmira, N. Y., which happy union being accomplished he, with his bride, went to reside in a beautiful villa he had built at High Bridge, on the Hudson river. There he died on Aug. 3, 1877, aged 72 years.

Let this sketch be brought to a close, by quoting what he was accustomed to say regarding the Chicago mayoralty. It was, "The office of Mayor, when I held it, was small potatoes, but to have been the first Mayor of the greatest young city in the world, is something to be immensely proud of."

Buckner S. Morris.

Buckner S. Morris, the second Mayor of Chicago, was born on Aug. 19, 1800, at Augusta, Ky. He was of patriot stock, his grandfather on the maternal side, Philip Buckner, having been a captain in the War of Independence. His parents appear to have been superior to the generalty in that region then, and both were possessed of so much learning that they chose to educate their son at home, and at the same time have the advantage of his assistance in working a valuable farm. He was 24 years of age when he decided to study the law, which he did for three years. He was admitted to the bar in 1827. He began the practice in his native place, where he was elected to the legislature in 1830 and re-elected in 1832, as a whig. In the latter year he married Miss Evilina Barker, and then his thoughts turned to the new town, Chicago, he was hearing so much about, where he felt his ambitions should the sooner be realized. He came by steamboat on the Wabash to Vincennes, and the rest of the way on horseback, hurriedly made an estimate of the chances for him here, and then he returned for his wife. No time was lost, as in July, 1835, he was ready for Chicago clients. He had qualities that insured him a warm reception by lawyers and people, and he quickly became a moving spirit among those who were about to proclaim a new city. This Kentuckian, but three years from his old home, was in 1838 elected Mayor. He served the one-year term acceptably and then retired, but not from politics. He was, in fact, in politics all his life. The next year he was chosen alderman of what was the sixth ward. So good a lawyer was he that the best men in the profession were at different times associated with him in partnerships. Of the same political porty (the Whig) as Abraham Lincoln, the two names appear together as presidential electors on the ticket of 1840. He was again elected alderman in 1844 and in 1853 he was elected circuit judge.

Judge Morris' first wife died in 1847, and in 1850 he married Miss Eliza A. Stephenson, who died in 1855. In that year he declined a second term as judge and returned to the practice of his profession with brilliant success. Then a beautiful widow appeared

on the scene, Mrs. M. E. Parish of Frankfort, Ky. In her maiden state she had been a Blackburn, sister of the future Governor Blackburn of Kentucky. From the date of this marriage down to 1864 Judge and Mrs. Morris were prominent persons, and universally esteemed in the rising community. But in that year he became a sufferer by reason of the rage of patriotism then prevailing, and she, too, because of the attitude of her governor-brother toward the Union, was made a victim of passion and prejudice. Without other grounds than these, as the truest citizens of Chicago knew at the time, their loyalty was assailed and both were taken away in duress to a military prison at Cincinnati. Their trial was cruelly delayed, but at length it was had, when they were acquitted, Judge Morris returning to Chicago, where he had reasonable enjoyment of fourteen more years of life, and Mrs. Morris went to her original home in the South, where she died shortly after the close of the war.

Ex-Mayor Morris died Dec. 16, 1879, aged 80 years. In advanced life he became a Catholic and until his death was a devout worshiper in that faith. He was buried from St. Mary's church.

Benjamin W. Raymond.

Benjamin W. Raymond was the third Mayor of Chicago, and also the sixth, he having been first elected in 1839 and again in 1842. He was born in Rome, N. Y., in 1801. While he was yet a youth, he had sufficient education to warrant his going into business, and he commenced with selling lumber. Next he embarked in general merchandising. When he had just turned of legal age, his father died (his mother had deceased when he was but a child) and now he found himself with a family of brothers and sisters to care for. He early looked abroad to hit upon a more profitable field in which to exercise his energies. But he did not then go far, only to East Bloomfield, N. Y., where he settled for a time and carried on a successful business. There, in 1835, he married Miss Amelia Porter. Still he desired greater opportunities for his ambitious endeavors, and in June, 1836, he came to Chicago well prepared to embark in merchandising on a large scale. But something else was preparing—the hard times of 1837—and the large stock of goods he brought with him had slow and profitless sale. He had a friend, a Mr. Dexter, who had a good deal of free money, and who made him loans that tided him over till the better times of 1839. Mr. Raymond had proved his mettle, and as an immediate reward of his inspiring hope and courage, his fellow citizens

elected him Mayor in that very year. The bridge question then was of chief interest to the people. A weak bridge that rested on the surface of the river had been just then swept away by high water, and South Water and Lake street traders organized to solidify a public sentiment against the encouraging by means of another foot and wagon contrivances over the river, of business intercourse with North Water and Michigan streets. "Indianians in schooner carts all for the South Side," was the South Siders' campaign cry. Mayor Raymond's store and house both were south of the river, and no doubt the difficulty he had to meet was as considerable as many a municipal problem in later times has been that was solved in doubt and anxiety. The city council favored a bridge at Clark street, that should be paid for in part from private subscriptions and the rest by the city. Incurring much public ill-will thereby, the Mayor supported the plan, and it was carried through. This bit of municipal politics is worth the reference to it, for the light thrown back on the local situation. Another affair of the day will equally testify to his ability in office. During his first term there was an increase in the city's acreage, by reason of the United States government putting on the market, to be sold in lots, the Fort Dearborn reservation. The people were surprised and angered thereat, as they had believed the reservation was to be given to the city. Here was Mayor Raymond's opportunity to interpose in behalf of Chicago, which he did with such success that the government gave Dearborn Park, on a part of which the Public Library now stands, and widened State street to one hundred and twenty, instead of sixty feet, from the river to Madison. He was not a candidate for re-election, but in 1842 he made the race again, and was elected over a popular Democratic opponent. His own party, the Whig, was in a sad way here, as everywhere else, after the startling death of President Harrison, and the succession of Tyler, but now his political friends had regained courage and they rallied successfully to his support. It cannot be found that in his second term of the mayoralty he did anything by which his administration was much distinguished. But it is to be read in the newspapers of that period that he participated in the leading educational, musical and religious movements that bore important results. In 1842 he helped to organize the Second Presbyterian church, to give a saving impetus to the public schools and to create the Chicago Sacred Music society.

All this while B. W. Raymond had conducted a flourishing mercantile business and had invested largely in real estate and sparingly in banking and insurance companies. Later he was an efficient co-operator with Mr. Ogden in promoting the first railroad

schemes in the near Northwest. He was the first Chicagoan to attempt the exploitation of the nobly eligible villa lands on the north shore of Lake Michigan, this side the state line. He laid out the town of Lake Forest and moved to secure the charter of its university, of which board of trustees he was president for twelve years. He became also interested in Elgin, and built the first woolen mill there and founded its celebrated watch factory. He died April 6, 1883, aged 82 years. His wife survived him by six years.

Alexander Loyd.

Alexander Loyd, the fourth Mayor of Chicago, was born of English parentage in Orange county, New York, Aug. 19, 1805. He left the village school when he was a stalwart lad and applied himself to learn the carpenter's trade. Soon as he was fairly skilled in the use of building tools, he decided not to stop in a small place that had promise of but little growth and to seek out a rising city. He came to Chicago in the birth year of the town, and went vigorously to work, not only at his trade, but at making for himself a position in the young community. In 1835 there was need to elect seven town trustees additional to the original five, and Mr. Loyd was one of the elected. In two years more he was made chief engineer of the city fire department. He was a Democrat, and in 1840 his party availed of his popularity to prevent the succession of a Whig in the office of Mayor in the spring of that cataclysmal presidential year. Under his local leadership his party was not much affected by the political deluge that spread over the country, the city in the following November giving 807 votes for Van Buren and 622 votes for Harrison. At his retirement from the mayoralty he did not likewise cease from public activities. He was a school trustee in 1842, and when the Board of Health was established he was chosen a member of it. Besides his building operations had become extensive. He built the Unitarian Church, between Clark and Dearborn streets, on a lot 80x180 feet, for which was paid $500. The reported cost of the edifice was $3,758.45. Now he sold lumber as well as his labor, took E. W. Thomas as partner and established a yard at Washington and Market streets. This relation of the two men continued for many years. On Randolph street Mr. Loyd erected for himself a number of large store buildings and he engaged in other substantial enterprises, indicating that he had considerable wealth. He died at Lyons, Cook county, April 7, 1871, and so was saved by six months and three days the witnessing of the destruction of his valuable property in the great fire of that year.

Francis Cornwall Sherman.

Francis Cornwall Sherman was three times Mayor of Chicago; in the succession, his first term was the fifth of the executive office. His subsequent elections were in 1862-3, and accordingly he filled the twenty-sixth and twenty-seventh mayoralty terms, besides his first in 1841. He was born in Newton, Conn., in the year 1805. He had less than the usual degree of education for a male reared in a small New England town, but he had his full share of Yankee shrewdness. He was early married to Miss Electra Trowbridge of Danbury, Conn. In April, 1834, they removed to Chicago and at once invested their means in one of the several lots on which the present Hotel Sherman stands, and in a one-story frame building, where they catered to boarders and transients. He was the first to meet arrivals by the infrequent boats with his boarding house wagon, and this led to his more extensive carrying of passengers to Galena, Joliet, Ottawa, Peoria and other places. He was the first maker of bricks in Chicago; he set up kilns on Market street, near Madison, and to advertise their quality he used an early baking in putting up the first four-story brick building ever erected here. It stood on Lake near Clark street and was known as the City Hotel. Besides being an energetic citizen, he was a Democrat, and therefore eligible candidate for Mayor. He had been in office one month, when on April 14, 1841, President Harrison died. On the 14th of May, a day of national fasting and prayer, it became his duty officially to attend the religious services in commemoration of that event. It was a time of social awakening. A meeting was held in the Saloon building to demand that a direct tax be levied to raise money to pay the interest on the state debt and thereby to restore the impaired public credit. Governor Carlin was banqueted to express the general feeling of gratitude for his interest in the Illinois and Michigan canal. There was a great temperance movement. In three days 140 signed a pledge of total abstinence.

At the time of Mayor Sherman's first term (1841) the population of the city was less than 6,000. At his second election (1862) the population had risen to 138,000. In the interval between these two dates he had been increasingly active in business and in politics. He now was wealthy, and had been twice elected to the legislature. Then was to follow his two consecutive mayoralty terms, beginning with 1862 and ending with 1864. In 1862 he had completed the remodeing and rebuilding of the Sherman House, and made it one of the most imposing structures of the

kind in the entire country, but little inferior to the present hotel of the same name and on the same site. These were the first years of the war, and while Mr. Sherman was what was termed a war Democrat, he held aloof from the Republican organization, but yet not so as to induce bitter prejudices against him on the score of loyalty to the Union. His son, Francis T. Sherman, had gone into the army and was rapidly gaining fame. So again, and when the war was a half-fought one, the Republicans, who made much of the fact that they were the true-blue war party, were not able to capture the Chicago mayoralty. In his third and last term, Mayor Sherman was much praised for his impartial and economical conduct of municipal affairs. He died Nov. 7, 1870, aged 65. His wife survived him eleven years, dying Nov. 12, 1881.

Augustus Garrett.

Augustus Garrett also was three times Mayor, his first term being the seventh in succession. He was born in New York city in 1801. Who his parents were, and what their condition, the numerous sketches of his life that are preserved fail to tell us. When he left New York he was a young man, for he arrived in Chicago in 1836, when he was 35 years old, and he had passed several years before that in the south, and prior to his engaging in business in New Orleans, he had been an auctioneer in Cincinnati. It was as an auctioneer that he first made himself generally known in Chicago, although he was quick to make friends of influential persons. At his leaving New York, he had so little means that he was compelled to leave his wife behind, and though he appears to have made some money at the south, he came here broke. He was not what would seem a devoutly religious man at first, but he affected the society of the religious and showed a decided inclining to the Methodists. He was diligent and he prospered. He soon had Mrs. Garrett with him, and the two together made speedier and greater financial gains than the one had done alone. They became prominent among the Methodists, but Mrs. Garrett mostly looked after his interests in that direction, while he sold lands and acted politics. He was a Democrat, and as such in 1840 he was elected an alderman. In 1843 he was the enthusiastic choice of his party and the numerical choice of the people for Mayor. He appears to have given the city its first "reform" administration. He was for paying the city clerk not more than $400 a year; he moved to put music out of the public schools; he was offended at the sight of the burying ground and suggested a municipal cemetery; he congratulated the citizens upon the increase in temper-

ance, but he wanted more of the same virtue; he hoped that the Sabbath would be better observed than it had been. However, he was dead against the Abolitionists. He owned much ground and many buildings, one of which was the Garrett block, in which was Light Guard hall, where later local military companies, including Ellsworth's Zouaves, drilled in preparation for the civil war, and where the dead Stephen A. Douglass lay in state.

Augustus Garrett was re-elected in 1844 and again in 1845, and though uneventful, his second and third administrations were conducted on the same principles as his first. He died Nov. 30, 1848, aged 47 years. His widow inherited her husband's fortune and she bequeathed the most of it to found the Garrett Biblical Institute.

Alson S. Sherman.

Alson S. Sherman, the eighth Mayor of Chicago, was born in Barre, Vt., April 21, 1811. He was married in 1834 and two years afterward he, with Mrs. Sherman, arrived here. He was a contractor and builder and dealt in building materials. His native place had mountains of marble, as it has them to this day, and it was limestone, a little resembling marble, at Lemont, in this county, that attracted his attention when he was looking around for materials of which to construct his buildings. He formed a company, of which he was the head, to open the Lemont quarries, and for ten years he was chief in carrying on a building stone and milling business. It was in the first year of this enterprise that he was elected Mayor. He had to try and try again for the Mayor's chair before he was seated. At the eighth election to fill the office, held March 7, 1844, he received a majority of the votes, but on the ground that one of the judges of election had not been naturalized, there was a contest in the courts, the result was declared invalid, and another election was ordered. Thereafter while he resided in Chicago he held minor offices. For one term he was chief engineer of the fire department, for two terms he was an alderman and for ten years he was on the board of water commissioners, and for about as long a time he was a school trustee. He and his wife were members of the Clark Street Methodist church, and they were among the seceders from that church in 1843 to found a mission church on Canal street. Their residence was on Clinton street, between Washington and Madison streets. He was the first Mayor to be contributed by the west side. His last years were passed in Waukegan, and there he died Sept. 27, 1903, aged 92.

John P. Chapin.

John P. Chapin was born in Vermont, April 21, 1810. He came to Chicago in 1833, and at once began handling the few commodities, products of the soil, that were brought into the town. As the village grew and the city progressed, his business also increased and he became a commission and forwarding merchant. Next, with partners, he engaged in the packing of meats, their house being the first located on the south branch of the river. He took little or no interest in politics, but in 1844 he served as alderman from the first ward. In 1846 he was elected Mayor, and as the disturbances in Texas and Mexico had occasioned an awakening of the military spirit in Chicago, as generally over the country, he was called upon to assist in the forming of new military companies. He was a Whig and probably was not in full sympathy with the approaching war, though he himself became captain of a company in the state militia. While it would appear that his administration was respectable, he was the first and last a business man, and at the end of his term he declared he was happy in retiring from the service of the public. He died June 27, 1864, aged 54.

James Curtiss.

James Curtiss, first elected Mayor in 1847, was born in New York state. He received an academic education and read law and was admitted to the bar before coming to Chicago in 1835. He was the last of half a dozen town clerks successively appointed by the town trustees, he having been designated in 1836, when he had been in the town but a year. The firm name of Stewart & Curtiss, lawyers, appeared a few years later, only to disappear upon Stewart's withdrawing in order to engage in the newspaper business. His paper was the Chicago American, and Mr. Curtiss, too, appears to have been connected with the enterprise for a short time, editorially or otherwise. He was the first real politician the young city had produced. He sought and obtained office. He was successively clerk of the County Court, State's Attorney, Alderman and twice Mayor, elected the last time in March, 1850. That year was full of interest for the people. On the night of July 30, at Rice's theater, was offered the first opera ever attempted here. It was "La Sonnambula," and at the second curtain rising, the alarm of fire rang out from someone in the audience, and the performers on the stage scarcely had time to save themselves before the interior of the building was in flames. The audience made their escape, not one having been seriously injurd. On Sept. 4 the city, or a few squares only of

the downtown district, was first lighted with gas. A trial was had of the pressure at 2 o'clock in the afternoon. The Chicago Journal's account of the event is worth the reproducing here: "Brilliant torches flamed on both sides of Lake street, as far as the eye could see, and wherever the posts were set. The lanterns not having been affixed to the posts, the bright gaseous flame eddied and flickered in the wind, sometimes disappearing and anon shooting up as brightly as ever. In the evening the lamps were again lighted, and several of the streets illuminated in regular city style. Some of the stores on Lake street made a brilliant appearance, but the City Hall, with its thirty-six burners, was the brightest of all, night being transformed into mimic day." The Democratic common council, at a special meeting, denounced Senator Douglas as a traitor to liberty for the part he had in the passing of the compromise measures at Washington, and a few weeks later, upon the aldermen hearing in person before them his defense, they reversed themselves by expunging their former resolutions and praised him to the skies. The Illinois Central railroad in that year acquired the right they still hold to the then unoccupied portion of the Fort Dearborn reservation, for the sum paid of $45,000. Thus Mayor Curtiss was given for his second mayoralty a lively and memorable year. He died at Joliet, Ill., on Nov. 2, 1859, aged 56.

James Hutchinson Woodworth.

James Hutchinson Woodworth was born at Greenwich, N. Y., Dec. 4, 1804, and he came to Chicago in 1833, when he at once engaged in business and soon after, incidentally, in politics. In the milling of flour and in land speculations, he was not long in acquiring a comfortable fortune. In politics he was an opportunist, and consequently never had the regular support of any party. He secured his two terms as Mayor, 1848-1849, both falling between Mayor Curtiss' first and second term, as an independent Democrat. The city's bounds had been extended on the north to Sedgwick street and Fullerton avenue, on the west to Western avenue and on the south to Twenty-second street, and the number of wards been increased to eleven. Questions affecting the various actual or projected railroads' interests, in entrances and terminal privileges in the city, were paramount. Mayor Woodworth was for a liberal policy, which term meant in his own and also in the public's mind, that each railroad pointing toward Chicago should be granted separate terminal facilities. Thus the much-wanted railroads were invited hither. At the presidential election of 1848 Chicago failed to give the Democratic

candidate a majority, the Whig, General Taylor, and the Democrat, Lewis Cass, both running behind Van Buren, the free soil nominee. On Jan. 15 of this year the first message by telegraph was received over the first line then completed in the west, from Milwaukee to Chicago. In the second year of Mayor Woodworth, 1849, Chicago became an outfitting place for gold seekers bound for California. On March 12 the great flood occurred—a compact dam of ice, raised three feet above the surface of the water on the south branch, suddenly gave way, sweeping down in the rapid current every vessel lying below that point, causing a loss to shipping alone of over $80,000. On July 21 twenty buildings, including the Tremont House, were destroyed by fire. Next the cholera raged here, carrying off in a single day as many as thirty victims. Mayor Woodworth lived on prosperously for ten more years, four of which were passed as member of congress, as no party's representative. He died at Highland Park, Ill., March 26, 1869, aged 64.

Walter S. Gurnee.

Walter S. Gurnee was born at Haverstraw, on the Hudson, New York, March 9, 1813. His father was in good financial circumstances, he having amassed a fortune in the tanning and saddlery business. The son acquired what was a superior education for that day and also a practical knowledge of harness and saddle making, and in 1834 he came to Chicago and set himself up in the same business. At first, and afterward as he had the means, he made liberal investments in real estate. He was one of the organizers of the first mercantile association and a member of the first directorate of the Board of Trade. He built, and with his accomplished wife and attractive daughters, lived in one of the first very handsome houses in the city. It was the first dwelling here constructed of Milwaukee yellow brick and stood until the great fire on Michigan avenue. The street number was 128. He was first elected Mayor by the Democrats in 1851 and again in 1852. He had promised to give the people a "business administration," and accordingly in his first message he called attention to the fact that the city debt was $101,304.19, and inasmuch as the portion falling due that year bore 12 per cent interest, he recommended the funding of the whole debt, and that bonds be issued at a lower rate of interest. He advocated the better sustaining of the water commissioners; a permanent system of sewerage; the excavation and purification of the river; the cleansing of the streets; and the erection of public buildings in the Court House square commensurate with the city's im-

portance. He was re-elected by an increased majority, which was taken as indicating what the Democratic majority in the city for President would be in the coming November. The presidential vote stood: For Franklin Pierce, 3,767; for Winfield Scott, 767, and for John P. Hale, 424. Mayor Gurnee's second administration was as creditable as his first. In 1863 he removed to New York city, where he died April 18, 1903, aged 90 years.

Charles McNeill Gray.

Charles McNeil Gray was born in Chenago county, New York, March 7, 1807, and came to Chicago in 1834. How he improved his time during the first five years of his residence here, the newspaper files of the time do not tell us, but in 1839 he commenced operating a factory for the manufacture of grain cradles. It was in this factory, and by this Mr. Gray, that the celebrated McCormick reaper was first made, under contract with the inventor. In 1842 he was a school trustee, in 1847 assistant engineer of the fire department, and in 1849 he was the librarian of the Mechanics' Institute. In 1853 he was, as a Democrat, elected Mayor. That was a quiet year for the city and his administration was not distinguished by any impressive event. At the expiration of his term he engaged for a time in the wholesale grocery trade, and later in the railroad business, becoming in 1865 the general western agent of the Lake Shore & Michigan Southern railroad. In 1867 he was associated with George M. Pullman in the Pullman Palace Car company. He died Oct. 17, 1883.

Isaac Lawrence Milliken.

Isaac Lawrence Milliken was born at Saco, Me., in 1815 and he arrived at Chicago June 17, 1837, the year of the city's incorporation. He was a blacksmith by trade, and immediately upon his coming he set up his anvil in a shop he extemporized on Randolph street. There he himself was a shoer of horses, in plain sight of his future supporters for the office of Mayor. He was ambitious of rising in the new city and being conscious of his deficiency in book learning, he studied in vacant minutes during the day and in the long evenings to qualify for the practice of the law. He was popular and twice was elected an alderman and once appointed as assistant county judge. In 1854 the Democrats elected him Mayor and re-nominated him the following year, but he was defeated. Next he became chief of police and then police magistrate, in which capacity he served for many years at the old armory police station. He died on Dec. 2, 1885, aged 74.

Levi Day Boone.

Levi Day Boone was born Dec. 6, 1808, near Lexington, Ky. He was a nephew of Daniel Boone, the mighty hunter and earliest and most daring pioneer in the country west of the Alleghenies. When he was 10 years old, his father was killed in a fight with the Indians, and at that ordinarily helpless age he was obliged to support himself and to assist in supporting his mother. How he did this, and at the same time educated himself, was a story he used to tell on occasions long afterward to his intimates in Chicago. War was then long over with, and Indian raids were things of history, but nevertheless his story had something of the tinge of "the dark and bloody ground." Also he was fond of narrating the thousand perils and desperate escapes of his renowned uncle. But to go back—he at the age of 21 had gained a standard diploma, which conferred upon him the right to practice medicine, and so armed, in 1829 he left Kentucky and located for one year at Edwardsville, Ill., as assistant to the resident physician. Then he removed to Hillsboro and commenced practice on his own account, but before he was fairly established the Black Hawk war broke out, and he was one of the first in his county to enlist, serving as captain of a cavalry company and regimental surgeon to the end of the trouble. In 1833 Dr. Boone married Louisa M. Smith, daughter of Judge Theophilus W. Swith, and in 1836 removed to Chicago. Here he practiced medcine for many years, never, however, neglecting opportunities to make money in other ways. He, with professional associates, had a contract to build a section of the Illinois and Michigan canal, and while prosecuting the work he acquired title to certain canal lands lying within or near the city. These lands became very valuable, and in time had placed his eleven children each in independent circumstances. It was not till 1855 that he began as a politician, though he had been all along a voting Whig. In the spring of that year he was a candidate and was elected on the Know Nothing ticket for Mayor, defeating Mayor Milliken, who was a candidate for re-election. Some present-day readers will need to be reminded that the Know Nothing party was a secret political aggregation of vindictive opponents of foreigners and Catholics, which spread over the whole country in 1854-5-6, and came near to engulfing temporarily both the Democratic and Whig parties, and exercised a tremendous influence on public sentiment while the frenzy continued. In Chicago it was accompanied by a temperance movement, which was directed mostly against the sellers of beer on the Sundays. Mayor Boone essayed to enforce the Sunday closing law, and had a large number of saloon keepers arrested and

placed under bonds, and some of the more refractory were put in jail. This brought on the "larger-beer riots," and when one of the cases was on trial a band of several hundred personal liberty men, with fife and drum at their head, marched on the Court House. These were met by the police and turned back. Then a bigger band was formed on the north side and moved down to Clark street bridge, which, by order of the Mayor, was turned on them, but only for a few minutes, after which on their reaching the Court House, the police and the rescuers were in real combat, shots being exchanged and some on both sides received wounds. Without more trouble the mob was suppressed. A few weeks later the City Council was informed that Officer Hunt had by amputation lost an arm that had been hit by a bullet sent by a rioter, and the aldermen voted him a $3,000 recompense. In another year all had blown over, the war on foreigners and Catholics, and aggressive temperance were things of the past. What else there was to distinguish Mayor Boone's administration, it were impossible to recall. He had a few more years of the practice of medicine and for the doing of works of charity and liberality, by which his own church, the Immanuel Baptist, gained $200,000, and the old Chicago University largely. He was the first to sell lots (his own) on State street to Potter Palmer for store purposes, and with the deliberate purpose to transfer the retail business from Lake to State street. He died on Jan. 24, 1882.

Thomas Dyer.

Thomas Dyer was born in Canton, Conn., Jan. 13, 1805. His father was an officer of the Revolution, and in later days a prosperous farmer. He himself was reared on the farm and such education as he had was obtained in the district school. He went into the village, and took a position as clerk in a general merchandise store, where he heard of Chicago and the greater opportunities here offered to young men. In June, 1835, he removed hither and by himself engaged in general trade. Shortly after he joined the firm of Wadsworth & Chapin, which then took the style of Wadsworth, Dyer & Chapin. It is a curious fact that the three members of this firm all became Mayors of Chicago. Thomas Dyer was elected Mayor in 1856 as a regular Democrat, beating Francis C. Sherman, who for the occasion had turned free soiler and captured the opposition nomination. The only other political office he ever held was that of member of the legislature. He was a director of the Galena and Chicago Union railroad, and 1848 president of the Chamber of Commerce. He died at Middletown, Conn., June 6, 1862, aged 57 years.

John Wentworth.

Two Mayors of Chicago, both a number of years dead, were of illustrious ancestry. The first in order of time was John Wentworth; the second will be come to in due course.

John Wentworth, son of Paul and Lydia (Coggswell) Wentworth, was born March 5, 1815, in Sandwich, N. H. His father was an extensive farmer, who inherited a liking for agriculture from his ancestors for hundreds of years back. Genealogically, his descent, and by the same token that of his three sons and their progeny, is in a distinct line all the way back to 1584. The first Wentworth, William Wentworth by name, emigrated to America in 1639; he was a cousin of Thomas Wentworth (Earl Strafford) who in 1641 was impeached by the parliament and executed on Tower Hill. William was born in the city of Lincoln, England, June 8, 1584. In a work on the Wentworth family, the production of our John Wentworth, it is stated that the name was Saxon, and that it was one of note in England before the Norman conquest. On his arrival in America he was attracted to Exeter, N. H., where on July 4, 1639, he helped to form a combination government for the place. He was still living there in 1698, but nothing more is recorded of him, except that he was married and had sons and daughters. These, with their descendants, in turn traced in the geneaology, would be found to connect unbrokenly with the Wentworths of the present time, one being Moses J. Wentworth of this city. In this illustrious line, as it developed in New Hampshire, prior to the Revolution, was a governor of the province and a governor of the colony; there was a grant of land made by the crown to Governor Benning Wentworth, 500 acres of which he gave as a site for Dartmouth college. After these two were other Wentworths in the office of governor of the state of New Hawpshire.

John Wentworth, the immediate subject of this sketch, was grandson to John Wentworth, Jr., who was a member of the Continental Congress from New Hampshire and whose name is signed to the "Articles of Confederation." His maternal grandfather entered the army of the Revolution at the same time that General Washington took command under the tree at Cambridge and served throughout the war.

John Wentworth was given the best education that could be had in the time of his youth. He began at the public school and afterward entered upon an academic course. In 1832 he entered Dartmouth college, from which he was graduated in 1836.

In October of that year he left his native place for the west. He was provided with letters of recommendation from a great politician of the day, Governor Isaac Hill, addressed "to whom it may concern," and from Benjamin M. Bean, a member of congress from New Hampshire, to Governor Reynolds of Illinois. On his way westward he made a brief stop at Buffalo, but decided to go further, and took passage on a steamboat for Detroit. There he made another stop and offered himself as a school teacher, intending while so employed to study law. But not meeting with encouragement, he took stage to Michigan City, where he arrived Oct. 22, 1836. The next day he set out on foot for Chicago, taking two days for the journey, and arriving here on the afternoon of Oct. 24, he put up at the United States hotel on Lake street. He lost no time, for the following day he asked a lawyer of the infant town for the privilege of reading law in his office and was refused. Perhaps this rebuff was fortunate for the young adventurer, as shortly after he accepted the offered editorship of the Chicago Democrat, a weekly paper just then started. This brought him at once into prominence. He attended the meetings held by the citizens to consider whether the legislature, then in session, should be applied to for a city charter. He also took an active part in the election of Chicago's first Mayor, William B. Ogden. He was soon recognized as a force in the state at large and Governor Carlin appointed him as Colonel on his staff. In 1840 he started the Daily Democrat, and was assisted editorially by his brother, Dr. George W. Wentworth, who was a man of science and literary attainments. Dr. Wentworth had his office on West Randolph street. He was the first practicing physician residing on the west side of the city. He served two terms as alderman. In his second term, 1849, the cholera raged here, and he won the hearts of the community by his labors among cholera patients. He himself died of that disease on its re-appearance the following year. John Wentworth, in 1843, was elected to Congress, and was twice re-elected. His district embraced fourteen counties; its area was 200 by 150 miles. In 1852 he was chosen to represent the second congressional district, which was composed of seven counties; at the close of this term he refused a re-nomination. In 1857 he was elected to Congress from the district composed wholly of Cook County, and in the sessions that ensued was a member of the Committee of Ways and Means.

During the long time Mr. Wentworth was in Congress, and largely through his instrumentality, the Chicago harbor was improved, the city was made a prospective railroad center, and a

government building was secured—the beautiful building erected in 1855, where now is the First National bank, and which was destroyed in the great fire of 1871.

He was a voluminous writer. Besides editorial contributions to his newspaper, he kept a diary in which he wrote daily from the time he first arrived in Chicago, down to 1871. This he had designed to have published after his death, but it was lost in the great fire. His "Reminiscences," given in a lecture and printed by Fergus & Company, reveal many things of interest and value to the living generation. Reams of paper have been written over by numbers of delvers into early history, regarding the disputed boundary between Illinois and Wisconsin, but not one of them all appears to have seen Mr. Wentworth's succinct account of that difference, which had its origin in the ordinance of 1787. By that act of Congress was authorized the creation of three states south of a line drawn east and west from the most southerly bend of Lake Michigan to the Mississippi river, and two states north of such line. Of this dispute Mr. Wentworth in his "Reminiscences" says:

"The disputed tract had two congressmen, the Hon. Joseph P. Hage of Galena and myself. And Wisconsin offered to make us the first two Senators, and also offered to give the disputed tract the first Governor. It was proposed to enact a law submitting the binding force of the ordinance of 1787 to the Supreme Court of the United States. Our Chicago people were much divided upon the question, and I really believe serious consequences would have grown out of it but for the embarrassments that would be caused by having the Illinois and Michigan canal owned by the two states. As an original question, all the five states being out of the Union, there is no doubt but that Congress would have enforced the provisions of the ordinance and Illinois have been cut off from the lakes. But might made right. Wisconsin being out of the Union, she could only come in with boundaries prescribed by a majority of the States, and so I lost the honor of being a Wisconsin United States Senator."

During all the time that Mr. Wentworth was in national politics he kept hands off the local machine, for machine there was, and a well-constructed and ably engineered one. And it was set against the many times congressman. But in 1857 local conditions favored a renewal of his local activities, and he sought the office of Mayor. His methods were peculiar. He himself provided the citizens with halls in which to hear him on the issues he chose to formulate. He billed the city with notices of the

time and place of his meetings. He stood on his own "platform," which was in two words, "Liberty and Economy." He won the nomination and the election. His administration was vigorous and beneficial. Perhaps the most memorable thing he did was to introduce steam fire engines into the city, and the first that was put in service he named after himself, "Long John." The present grade of the city was established by a board of engineers appointed by him. He declined a re-election, but in 1860 the nomination was thrust upon him, and he was again elected. It was in his second administration that the Prince of Wales visited Canada and the United States. It was not on the royal program to visit this country, but Mayor Wentworth, with other prominent men of this country, met the Duke of Newcastle at Montreal and effected a change so far that, as concerned Chicago, arrangements were made through the British Consul at this city for the Prince's reception here. What in particular was done need not be retold, but let it be said that the royal party were delighted with it all, and that Mayor Wentworth's personal reward was a fine portrait in oil of the Prince and a number of Southdown sheep from the Queen's herd. These thrived and multiplied on the Mayor's stock farm at Lyons, Cook County.

After Mr. Wentworth's final retirement from high public office he did not refuse to serve the public in humbler stations. He was a school trustee again and a police commissioner. But as he aged he showed more and more fondness for life on his farm of 500 acres, among his flocks and herds. He had no family to cheer him. In 1844 he was married to Miss Roxana Marie Loomis at Troy, N. Y. She died in 1870. Of that union were five children, all of whom save one died in infancy. Roxana, his still living daughter, married Clarence W. Bowen, and they at once went to reside in New York City.

Mr. Wentworth was gigantic in size, being 6 feet 7 inches in height, and weighing 300 pounds. His death occurred in his seventy-third year, at the Sherman House in this city, Oct. 16, 1888.

John Charles Haines.

John Charles Haines was born at Deerfield, N. Y., on May 26, 1818, and he came to Chicago in 1835, when he was but 17 years old. He was first a clerk for, and afterward a member of, a firm in the mercantile line. He soon acquired some wealth, and by 1846 this had become so considerable that he joined with a practical flour maker and built the first large flour mill in Chi-

cago. He was now a man of real importance, active in politics and a leader in the Universalist church. In 1853 he was one of the three water commissioners who began and carried forward what became the present water system of the city. At the same time he had a seat for two terms in the common council, as alderman from the Fifth Ward. In 1858 he was elected Mayor and again in 1859. Both of his administrations were successful, without the doing of unusual or striking things. He was a member of the Constitutional Convention of 1870, and of the State Senate in 1874-5. Then he engaged for a time in banking, and finally retired to Waukegan, Ill., where on July 4, 1896, he died, aged 78 years.

Julian Sidney Rumsey.

Julian Sidney Rumsey was born in Batavia, N. Y., in 1821, and he came to Chicago July 28, 1835. He had a common school education in the village of his birth, and also some training of a mercantile kind, which fitted him at this arrival in Chicago to assist in the commission and forwarding business then recently started by his uncles, George W. Dole and Walter L. Newberry. He became a member of his relative's family, and after the first year he was an equal manager of the business, though not yet a partner. He did not attain that position till upon the appointment of Mr. Dole as postmaster in 1850 and his retirement from the firm. His brother, George F. Rumsey, then joined the combination and subsequently the firm style was Rumsey Bros. & Co., and this style was observed with the addition of the name of Henry W. Towner, until the death of both of the principals. The future Mayor was active at all times in promoting the general interests of the city and was one of the first members and an early president of the Board of Trade. He was never much known in politics till shortly before the breaking out of the Civil war. In 1861 the Republicans nominated him for Mayor and he was elected. He was destined to be the "War Mayor," but at his accession to the office he was of opinion that the conflict that threatened might be averted. When he had been in office but a few months, he was largely instrumental in raising a committee of 100 citizens, led by himself, to go to Washington and plead with President Buchanan for peace on some compromise basis, if that were possible. The war came, and Mayor Rumsey gave the best of himself to arouse the patriotism of the community and to enlist men for the strife. His administration is not memorable for much else. He died in Chicago April 20, 1886, aged 65 years.

John Blake Rice.

John Blake Rice, who in local history has the distinction of being the first two-year Mayor of Chicago, was born in Easton, Talbot County, Maryland, May 28, 1809, and he came to Chicago in 1847. By profession an actor, before his coming here, he had been owner and manager successively of a theater in Bangor, Me., in Buffalo, N. Y., and in Milwaukee, Wis. He married in 1837 Mary Ann Warren, the daughter of William Warren, the famous actor, and herself a rising star in the sphere of the drama. In 1847, upon abandoning Milwaukee after a trial there of five years, he built on the south side of Randolph street the first real theater Chicago ever had. He was his own leading actor and his wife joined him as a member of the playing company. This theater, which was of wood, was burned down in July, 1850, and on the same site he at once erected a large brick building and resumed his place on the stage. Now he had the McVicker competition, and his theater being unfavorably located, its business gradually declined. In 1861 he went out of theatrical pursuits, erecting on his theater site a substantial business block. He had accumulated considerable money, which he invested in real estate that by its rise in value made him and afterward his heirs independent. He had one son, William Henry Rice, who was Captain of Company A, 89th Illinois Infantry; he was killed at Chickamauge. Mayor Rice's administration as Mayor was such as to reflect much credit upon him, and so great was his popularity that he was re-elected in 1867, and in 1872 he was chosen to represent the first district of Illinois in Congress. He died in Norfolk, Va., Dec. 17, 1874, aged 65 years.

Roswell B. Mason.

Roswell B. Mason, whose mayoralty term covered the year of the great fire of 1871, was born in New Hartford, N. Y., on Sept. 19, 1805. Before his coming to Chicago in the spring of 1851, he had been long and extensively engaged in civil engineering at the East. He had, when little more than a boy, done work on the construction of the Erie Canal, and later on the Canal from Lake Champlain to the St. Lawrence river. Next he took an important part in the building of the Pennsylvania Canal, and in 1837 he was employed as a civil engineer on the Housatonic Railroad. Coming to Chicago, he became superintendent of the Chicago and Alton railroad, and while in that position he was appointed comptroller of the land department

of the Illinois Central. As a member of the Chicago Board of Public Works, he superintended the lowering of the "summit" of the Illinois and Michigan Canal. He built at Dunleith and Dubuque the first bridge over the Mississippi river. Upon his election as Mayor in 1869 he ceased all engineering work. As Mayor he was devoted purely to the public interest. The conflagration of 1871 caused him anxieties and labors that only such a man—calm and resolute—could endure and perform. He was married in 1831 to Miss Harriet L. Hopkins of Parsippany, N. J., by whom he had four sons and three daughters. He died in Chicago Jan. 1, 1892, aged 86 years.

Joseph Medill.

Joseph Medill was born April 6, 1823, near St. Johns, New Brunswick. His parents were Irish who emigrated to America in 1819. When he was not out of his infancy the family removed to Stark County, Ohio. In Masillon of that County he received an academic education, and in the same town he later studied law. He was admitted to the bar and for a short time practiced his profession, but soon began writing for the local newspapers. He was so pleased with the diversion that he started a paper of his own. This, it appears, was a moderate success and encouraged him to start a daily paper, the "Forest City," at Cleveland. In 1854 he disposed of this property and removed to Chicago. There is no need to dwell on his journalistic career in this city. His absolute control and brilliant editing for many years of the Chicago Tribune constitute a considerable part of local and greatly more than local history. Shortly before the first Lincoln campaign for the presidency, during that campaign and after, when Civil War impended, his political activities and influence were seen and felt throughout the northern states. A believer in Lincoln and his devoted friend, he was among the first, and decidedly the most effective, to proclaim him to the nation as the fittest man in public life for the office of President in that troublous time. He was more than a great editor—he was a co-worker with practical politicians and men of affairs. He had a wide reputation. So it came about, in the year after the great fire of 1871, when a large part of Chicago still was in ashes and its people were in sore perplexity and had grave misgivings as to the future, and desired a citizen for Mayor who should be known to and have the confidence of the whole country, that they took Joseph Medill as their "fire-proof" candidate for that

office. His election had the desired effect both at home and abroad. His election, indeed, was the principal good. His administration was vigilant and honest, but there was not much accomplished that a lesser man might not have achieved. Beset and harassed by moral idealists, who urged him to attempt measures calculated to reform in their social customs and habits the majority portion of the people, he under protest turned from the safe middle way. His health temporarily failed him; he sought repose and accordingly, in the last half of his term, he resigned the office and went to Europe. Upon his return in 1874 he resumed his labors on the Tribune as editor and general manager, and as such he passed the remainder of his days, admired in his profession and respected by his fellow citizens the country over. He died at San Antonio, Texas, Nov. 16, 1899, aged 76 years.

Harvey Doolittle Colvin.

Harvey Doolittle Colvin was born in Herkimer County, New York, Dec. 18, 1815, and came to Chicago in 1854 to be the resident agent of the American Express Company, afterward changed to the United States Express Company. In that position he made a large acquaintance and became generally popular. At his first coming here, he seemingly had no politics, but he soon was taken with the magnetism of Senator Douglas and became a recognized member of the local democracy. He followed Douglas in support of the Civil War, and so recommended himself to the Republicans. He was by inclination and habits a liberal, and when in 1873 a personal liberty man was sought out as a candidate for Mayor, he was taken up almost by unanimous consent and at the ensuing election, by means of a coalition of the Democrats with the personal liberty party, he succeeded by a rousing majority. As mayor he pursued, in respect to personal liberty, a course that was far apart from the middle way, on the side of indulgence, as Mayor Medill's course had been on the side of attempted restriction. But he came through his term with so much of popularity as to secure a judicial continuation for a few months in his office. He died at Jacksonville, Fla., April 16, 1892, aged 76 years.

Thomas Hoyne.

Thomas Hoyne, in 1876, was elected Mayor under circumstances that it were hard to explain without occupying more space than can well be afforded for the purpose. In brief, the city in that year had adopted a new general incorporation act, which changed the mayoralty elections from November to April. Mayor Colvin was advised by his counsel that he had a right to hold over from the fall to the next spring. His term was not so extended by the charter, but the council failed to call a special election for Mayor. Later the Judiciary Committee reported an ordinance for a special election in response to a petition of a large number of citizens. In the ensuing November there was an election for city officers, but the two parties made no nominations for Mayor. But at a meeting of 40,000 citizens, held in the Exposition Building of the day, Thomas Hoyne was nominated and he ran at large, receiving 33,064 votes. The question in the Council then was on the duty to canvass this vote. Alderman Cullerton of the expiring Council moved that the votes be counted, but the motion was lost. But finally the votes for Mr. Hoyne were counted by the new Council and he was declared duly elected; he was sworn in. The thus chosen Mayor waited on Mayor Colvin and demanded the office, which demand was refused, and thereupon a legal contest begun. At several meetings of the Council Mayor Hoyne presided, and he exercised otherwise many of the functions of that office. All the heads of departments, except the Comptroller, acknowledged his right to that office. The Judiciary Committee reported a declaration that Mayor Hoyne was not only de facto, but also de jure Mayor. But an appeal was made to the courts and Mayor Hoyne, having tired of the controversy, resigned, and Mayor Colvin served till another successor was chosen at a special election held July 12, 1876. Mayor Hoyne was killed in a railroad collision on the Rome, Watertown and Ogdensburg railroad near Carlton Station, N. Y., July 27, 1883. He was 66 years of age.

Monroe Heath.

Monroe Heath was born in New Hampshire in 1827 and came to Chicago in 1850. At his old home he was by trade a painter, and upon his settling in this city, after two years in the gold mines of California, he, with another New Hampshire man, Eben Hurd, engaged in the manufacture of dry colors and the wholesaling of paint materials. Later the firm became Heath & Milligan. They prospered, and Mr. Heath grew into importance

as a citizen. He was elected an alderman for the Twelfth Ward on the "fire-proof" ticket of 1871, and was a director of the Relief and Aid Society that disbursed the relief funds after the great fire. He was twice elected Mayor, first for the short term at a special election of 1876, and again for the full term beginning with 1877. Under his direction the Council recognized the validity of Mayor Hoyne's election, by legalizing his official acts. It was in his administration that the Boards of Public Works and of Health were abolished and a Commissioner of Public Works and a Commissioner of Health were authorized and first apponited. Great labor troubles occurred in the first year of this administration, troubles that extended over the country. Upon their becoming acute in this city, the police were seen to be unequal to the task of preserving order and the military was called to assist. Upon the ultimate quieting of these disturbances the police force was strengthened by the addition of 100 patrolmen, at an expense of $110,500 per annum. Mayor Heath survived his office-holding for fifteen years, dying at Asheville, N. C., Oct. 21, 1894, aged 67.

Carter Henry Harrison, Sr.

On a former page, in recalling John Wentworth to notice, it was remarked that two men who have occupied the chief executive chair of Chicago were of illustrious ancestry. By what followed it was made evident that John Wentworth, twice Mayor, was eminently so distinguished. Now, as was then promised, we proceed to treat of the other descendant of great historical figures—Carter Henry Harrison, Sr.—who was five times Mayor of this city. The lives of these very remarkable men, by reference less to themselves than to their distinguished ancestors, might possibly be treated in the Plutarchian manner—that is, they might be accounted as parallel personages. But this were hardly worth the doing. The ancestry of both dates back in America to the time of Charles I. in England. They both were, ancestrally and actually, of the educated and governing class; of the accepted aristocracy; but here comes in the difference—the Harrisons in this country settled in the Virginia colony, whereas the Wentworths located on the New Hampshire grants, near by Plymouth Rock. The former pursued their destiny in the balmy climate and on the warm soils of the South, while the latter inhabited the cold hills and rocky valleys of New England. Hence, though something of parallelism might be attempted to be instituted with regard to these two families, after they were transplanted in America, yet the many striking

contrasts presented in their histories respectively serve to render any such attempt illusory.

The first progenitor of the Virginia Harrisons to write his name on the pages of history was Benjamin Harrison. In 1634 he was Clerk of the Royal Council, and served for eight years. He was probably a son of John Harrison, some time Governor of the present Bermudas, then Somers Island, but this is not definitely known. Upon a partly defaced table marking his grave in the old church yard at his Surry, Va., home no mention is made of his birth place, the inscriber evidently deeming it more important to declare that he was a worshiper of God, and next to God, his King, who was none other than Charles I. It is, however, known that he was a member of the House of Burgesses and an intelligent improver of his religion, working 200 acres of land given him by deed from the King as his reward. He married and was blessed with a son, who became the second Benjamin of the line of Benjamins. He also sat in the House of Burgesses, and was a member of the Royal Council. Conspicuous and honored as were the Harrisons for themselves, they had an acquired prestige from their marrying the daughters of other distinguished families of Virginia, and from the sons of still other eminent families who took for their wives the daughters of the Harrisons. The fourth Benjamin Harrison married Anne, the daughter of Robert Carter, who besides being a member of the House of Burgesses, was treasurer of the colony under four rulers of England successively—William, Anne, George I. and George II. From this connection is derived that "Carter" in the name as it is familiarly known to Chicago. We now are rapidly approaching in this story the period of most interest to present-day people. This Benjamin Harrison filled the office of sheriff, and like the others of the name, had a seat in the House of Burgesses. By his wife, Anne Carter, he had sons and one daughter. The elder of the sons, by name Benjamin, was active in the movement which led up to the Revolution. He was a member of the Colonial Congress and introduced a resolution declaring the independence of the colonies and signed the Declaration of Independence. The other sons made influential matches, and the daughter married Peyton Randolph, president of the first Continental Congress. (After this one of the notable Randolphs, Randolph street in Chicago was named.) The youngest son, Carter Henry Harrison, was the first of the family to remove from its familiar surroundings; he settled at Clifton, in Cumberland county. So the Harrisons were now on the move, and some of the later born eventually found themselves in Kentucky, where

they led honorable careers. Afterward the family was still further distinguished by the military valor of William Henry Harrison and by his elevation to the presidency of the United States. as later and quite in our time it was by the holding of the same great office by Benjamin Harrison of the same blood. Mayor Carter Henry Harrison, Sr., was of the true stock, having been born in Kentucky of a lineal descendant of the original Harrison in America. Yet it was never seen that he prided himself overmuch on his descent from men who anciently were recipients of royal honors, but it was evident from his right stately bearing at times, among the citizens, that he was mindful of that fact. In this his more intimate acquaintances were in sympathy, as they observed that it did not detract from his democracy, even when it was plainest to be seen that he felt the blood of patriots and presidents pulsing in his veins.

Space will not permit narrating minutely the history of the Harrisons in Kentucky; it is enough to say that it was only less distinguished there than had been the careers of their kin in Virginia. They were planters of the higher class and settled near Lexington. They at once took position with the first people of the region, and by subsequent intermarriages with the best families they still more heightened the prestige that long had attached to the name. In 1822 Carter Henry Harrison, first of the name, was married to Caroline Evalind Russell, daughter of an officer in the war of the revolution and also of the war of 1812, and of these two was born, Feb. 15, 1825, the Carter Henry Harrison who was destined to achieve distinction in Chicago. His father came to an early death, leaving the infant Carter to the care of a mother who, as she was remembered in her son's maturity, was a woman "of rare force of character and a noble mind." He received his rudimentary education in the neighborhood and an advanced education under a brother of Chief Justice Marshall. In 1845 he was matriculated at Yale college, and having entered as a sophomore, he graduated in 1848. Then he commenced the study of law at Transylvania University at Lexington, Ky. Studying there only a year, he returned to his mother and the plantation, where he then thought to pass the rest of his life. In 1851 his mother was married to Thomas P. Dudley, a militant clergyman who gained fame in the Indian war, and also in the war of 1812. Before this union he went abroad and for two years wandered over Europe. Returning in 1853, he resumed his law studies at Transylvania University, whence he graduated in 1855. In that same year he married Miss Sophonisba Preston of Henderson, Ky., a descendant of the famous Prestons

of South Carolina. Then, with his bride, he set out on his travels in the Northwest. Visiting the principal cities and points as far north as St. Paul, he determined to locate in Chicago, with a view to the practice of the law. But he saw the possibilities of making a fortune in dealing in real estate and practically abandoned his profession. Having sold his Kentucky property, he had money in hand, and proceeded to buy building lots and divisible acres. With an associate, he bought a tract on the West Side of the first Mayor, William B. Ogden. Upon this tract he built a handsome house, and enjoyably occupied it. Later the Ashland subdivision, so named for the old home, near Lexington, of Henry Clay, embraced this tract and soon a Kentucky colony was established there, whose leading members at once became prominent in the society of the city. And it had its own social organization and clubs. Some persons still living, who then were young, remember its "Grasshopper Club," so named in reference to the open spaces of prairie in the vicinity.

From the time of his first coming to Chicago the subject of this sketch had been a conspicuous figure everywhere on the streets and in the meetings of the citizens. He had been frequently importuned to lead in one cause or another that was of public concern. But he steadily refused till just after the great fire of 1871. Then he felt, as did most good citizens of large stakes in the city, that Chicago's first citizen should be elected Mayor, and, though himself a Democrat, he agreed with the most that that distinction belonged to Joseph Medill, a Republican. To assist in nominating him to the office, he sought and obtained a seat as delegate in the "fire-proof" convention. He consented to run on the ticket in the same campaign for the office of County Commissioner as a nonpartisan, or rather as a supporter of Mr. Medill. Thus was he launched into politics, and thenceforward he was influential and commanding on the side of his choice. On the board of County Commissioners he rendered effective service, and increased his acquaintance among the people. In 1872 he made an unsuccessful race for Congress, only to be successful two years later. In the Forty-fourth Congress he displayed abilities in debate and on committees, such as recommended him for a third nomination and a second election. His prominence at Washington in his second term resulted in added popularity at home, which assured to him the nomination and election to the mayoralty in 1879. His administration started off with favoring gales of general good will. His inaugural address was regarded by his supporters as supplying a model for all similar documents. It was terse, though comprehensive, frank

and consistent with his pre-election utterances. A single paragraph of this message had been practically his platform in the campaign, and it formed the vital substance of every appeal he afterward made for the votes of the people. He announced that his one only policy was to protect the lives, the property and the health of the city at all times and in every emergency, and to do this in an economical manner; to collect the revenues and to live within them; to wipe out debts by the paying of them; to use the police for what they exist, the maintenance of public order; to cure as completely as possible the gnawing cancer of corruption in the police force, and to make the force brave, honest and efficient; and to do all this in a way that should remove apprehensions of fancied dangers which are as disquieting as real ones. He alluded to the cosmopolitan character of the population gathered from many nationalities within little more than one human generation. The following sentences of this paragraph of the inaugural may not be abridged or paraphrased: "Each of the several elements has its own ideas of social and religious life, its own civilization. They have one bond of union—devotion to republican institutions and energy in pursuit of fortune. Each should study to accommodate itself as much as possible to the social life and prejudices of each of the others and of the whole. For anyone to attempt to make a procrustian bed to which the others should be forced to fit themselves would be both unwise and dangerous. Time alone can make them all homogeneous."

It were unnecessary, in this place, with particularity to go over the records of his several administrations. Such measures and acts as were of generally admitted importance were commented upon to an unusual extent in the press and by the citizens. Some of these made deep impressions on the public mind, which the subsequent time has not removed nor scarcely lessened. His attention to the details of municipal business is shown by his many recommendations and his occasional vetoes. And no less did he perform the ornamental duties of his office. In the first term, at the Council's instance, he extended the greetings of the city to Charles Stewart Parnell, the Irish patriot, and subsequently he gave the official salute to General U. S. Grant upon his arrival in Chicago from his tour around the world. He welcomed the Mayor and Aldermen of New Orleans, and extended the freedom of the city to the representatives of Baron Stuben, then on a tour through this country. The shocking attack on President Garfield by the unspeakable Guiteau, was taken prompt official notice of by him in a brief but indignant and sympathetic message to the City Council. In this third term, he gave increased

attention to the city's finances and he pointed out in his messages some, as he argued, defects and inconsistencies in the methods of raising the necessary revenues. Meanwhile the routine business of the municipality grew and became more and more irksome. As this term drew toward a close, it was believed by many who thought they knew his wishes, that he would not again be a candidate for the office of Mayor. In consequence there sprang up a number of candidates, but at the ensuing convention of his party he was given the unanimous vote of the delegates, and so a fourth time he was in the race for the mayoralty, and a fourth time he was elected. Routine business comprised the greater part of official labor during his fourth administration, but it was not on that account wholly uneventful. It was in this term that the Haymarket riots occurred, which had so many regrettable consequences.

On April 5, 1887, after eight years of executive service, Carter H. Harrison, Sr., retired, as it was supposed, permanently from the mayoralty. Now, finding himself with plenty of leisure on his hands and while casting about for some worthy diversion, his early love of travel returned upon him, and at once he set out on his holiday trip around the world. His bulky book, vividly entitled, "The Race With the Sun," is ample evidence that had he so wished in his younger time, he might have become a literary traveler of great note. Upon his return from this globe-encircling excursion he engaged in state politics and sought successively both for the governorship and a seat in the United States Senate. Unsuccessful in these ventures, he was out of office for a period of six years. But he was not for long to be in involuntary retirement. The year 1893 dawned—the Columbian Exposition year —and a Mayor was to be elected, the World's Fair Mayor, and he had only to announce himself as a candidate for that distinction to win it almost without a contest. He was nominated by his party without opposition and was elected by a majority of 21,089 in a total vote of 211,418. The great exposition opened, the Mayor officially participating in the ceremonies, and thenceforward to the close of it, his duties as the city's chief were largely executive-social. He took an expected part in every function of general interest in Jackson Park, and on the last afternoon of the Exposition—it was that of Saturday, Oct. 25, 1893—at a demonstration of popular and civic rejoicing such as never had been equaled in Chicago, he was present before a vast assemblage of people, and made a happy speech which was applauded to the echo. He evidently regarded this triumphal hour as the crown-

ing one of his life. He returned in the evening of that day to his home on Ashland avenue, never again to leave it alive. On that evening he fell in death under the pistol of an assassin.

John A. Roche.

John A. Roche was born at Utica, N. Y., Aug .12, 1844, and came to Chicago on April 5, 1867. In his boyhood he had such parental attention that when still a youth he had received a good education in the home and also at the high school. There was developed in him a talent for pattern making, and early he was in this employ at some great works in the vicinity, both as an apprentice and a journeyman. He next was draftsman and designer on steam work for a Boston, Mass., firm, and afterward he was at the Corliss Steam Engine works for two years. Upon his coming to Chicago he established himself as a machinery dealer. He was of the firm of Roche & Spencer until the fire of 1871, then connecting himself with J. A. Fay & Co. of Cincinnati, manufacturers of woodworking machinery, he assumed charge of their business in the Northwest. At no time in his business career was he known as a politician, but he had by his upright conduct recommended himself to men of affairs of all parties. The Republicans, looking for a business man to give the city a "business administration," in 1887 selected him as their candidate, and he was elected. His administration of the office was pleasing to his friends and reasonably satisfactory to the public. He died in Chicago, Nov. 9, 1898, aged 59 years.

De Witt Clinton Cregier.

De Witt Clinton Cregier was born in the city of New York, June 1, 1829, and came to Chicago in 1853. In near infancy he lost both of his parents, and after their deaths he lived with relatives and attended the public schools of the city of his birth. Having acquired a rudimentary education, he was taken into service as sub-engineer on a steamboat running on Long Island sound, where he continued till 1847, when he changed to the machinery department of what subsequently became the Morgan Iron Works of New York city. By this time he had mastered the principles of mechanical engineering, and in 1851 he connected himself with the United States mail steamers that plied between New York, Havana and New Orleans.

In 1853, the water works of Chicago then being projected on a

great scale, he was influentially recommended to a committee of the City Council for the installing and superintending of the pumping machinery. He had active charge at these works till about 1889, when he entered politics as an aspirant to the office of Mayor. In that year he was elected and he served with acceptance to the public through his term of two years. His activities during all his mature life in engineering matters had been marked and his inventions were many, among which was a street hydrant, which for long was mainly used in this city. His eminence was recognized by the Society of Western Engineers, of which he was once made president, as also president of the American Society for the Encouragement of Art, Manufactures and Commerce. He was a devotee of Masonry and took all the degrees of that order and many of its high offices. He was given in charge, after the fire of 1871, of the relief fund of $90,000 contributed by the Masons of the country, and he was complimented upon the results of his distributive labors. His death occurred in Chicago Nov. 9, 1898, at the age of 69 years.

QUESTION OF NAME-DERIVATION.

May 15 last was a Washington date in the newspapers of the whole country, followed by the words, "The city of Chicago suffered a heavy blow to-day at the hands of the Geological Survey." Did it so? Providing that the bulletin issued by the survey, and on which the judgment was mistakenly based, had contained an unquestioned fact, would a "blow" have hit Chicago's corporate head, or the heads collectively or separately of its people? The bulletin professed to give the derivation of the name Chicago as thus: "Chicago, city and river in Illinois; the Ojibway Indian form, She-ka-oug, signifies wild onion place, from a root form implying bad smell." The dispatch continues: "The gentlemen of the survey dug up other derivations, but they adopted this one for the reason that it is the most unpleasantly outspoken of them all." Not, mind, because it is the truest, but the most offensive. Well, the onion is a noble vegetable, albeit its odor is a trifle more pronounced than its flavor. But the sweetness of the latter excuses the excess of the former. And the onion is celebrated in literature, ancient and modern; much acquaintance with which at first hand is not requisite to a knowledge of this fact. Any good encyclopedia will furnish forth abundance of proof. For example: It is a native of Southwestern Asia and was grown

by the ancient Egyptians. It is mentioned in the Pentateuch; prized vegetable in all countries occupied by civilized man. It puts out a pretty flower. It is of the species of the lily." But it does not appear that any ancient eastern poet sang the onion, but old Chaucer did five centuries ago, or certainly he did not disdain to mention it, as in this line, declaring one of his characters

"Well loved he garlike, onions, and lekes."

Chicago river, whose waters are as odorless as those of Lake Michigan, also is aspersed in the said bulletin of the Geological Survey. Our river takes its name—does it?—from a wild onion. Then how about a certain river in Vermont, the Winooski, by name? In that state one is told that Winooski is Indian for onion, but the clear-running waters of that stream, flowing in one of the sweetest of valleys, could never have had a "bad smell."

Almost periodically in the past the question as to the signification of the name of our city and river has been fetched up for debate; but not for some years until now has this happened. As late as, say 1860, there were living here men and women who knew well the bare prairie on which this city is built, and who had traversed it in every direction. The present writer distinctly remembers journalistic interviews which he had with one and another of them. Mrs. Archibald Clybourne, whose home was far up on the North Branch, surrounded by oak trees, was asked if she ever saw a profusion of wild onions thereabouts, and she gave an emphatic negative. Then she gave a description of the old scene; it was a "wilderness of sweets" in allusion to the million wild flowers with which the prairie was bestrewn. And only the other evening a woman still living—Mrs. Stiles Burton—who knew the site of Chicago and some of the adjacent country before Chicago came into being, was heard to say that she remembered the riding many times from a log cabin out on the Desplaines river into Fort Dearborn, when the whole distance was sweet with wild flowers. Nowhere was there the odor of the onion. Dr. Alexander Wolcott, Indian agent, who had been on the ground when no other habitations than Indian tents were to be seen, gave a statement to the same effect as that of the evidence of the ladies just quoted. Enough of this. Now to some of the things that long since were written on the subject.

The editor of the National Banner, an early publication in this city, refuting as it were by anticipation the conclusion arrived at last May by the Geological Survey people, wrote in his paper that Chicago was a name borne by a long line of chiefs of the

Tamaroas, the principal tribe of the Illinois Indians, signifying strong, mighty, powerful and that it was from these chiefs the name of our city and river was taken.

The late Sidney Breeze, who settled in Kaskaskia in 1818, and who once was a United States senator from Illinois and for many years a member of the Supreme Court of the State, in a letter to John Wentworth said:

" I have a copy of a map which I made from one in the Congressional Library, which I found among the papers of Thomas Jefferson, made in 1685, in which is a place on the lake shore, about where your city now is, marked Chicago; and Father Louis Vivier, who was a priest at Kaskaskia in 1752, in a letter to his superior says: 'Chicago was a celebrated Indian chief who went to Paris, and the Duchess of Orleans, at Versailles, gave him a splendid snuff-box, which he was proud to exhibit on his return to his brother red-skins.' "

But one quotation more, though fifty might be made. The accomplished Dr. William Barry, the first secretary of the Chicago Historical Society, and who gave much attention to the subject, made in an address before the society this statement:

"Whatever may have been the etymological meaning of the word Chicago, in its practical use it probably denoted strong or great. The Indians applied this term to the Mississippi river, to thunder, or the voice of the Great Manitou, and, according to Bossu, there was a successive line of Illinois chiefs bearing the name of Chicago, one of whom went to France and was there honored with a medal."

It is amusing to add, that a farmer residing near Toronto, Canada, seeing the opinion of the Geological Survey, wrote to Mayor Harrison requesting to be sent a specimen of Chicago soil; he much desired it, as he thought his soil was like that of Chicago, and he wanted to go into the business of raising onions.

THE CHICAGO CITY SEAL.

Office of Fergus Printing Company,
64 E. Lake St.
Chicago, Ill., Oct. 9, 1911.

Compiler of the Chicago City Manual.

Dear Sir:

Lately, when looking over some old documents and papers, not often referred to, I came upon a statement in one of them of the pretended reason why the design of the original seal of the City of Chicago was changed to something that is quite different. It has twice been altered, once in 1854 and again in 1903. This last production was confirmed in 1905, "it having," says the account, "for its recommendation heraldic and historic accuracy." Then it is stated that no faithful copy of the old seal is in existence. This was not and is not true. I have in my possession a cut showing the seal as it was designed originally by Alderman Dr. Josiah C. Goodhue in 1837, and engraved by Chicago's first engraver, Shubael Davis Childs. This was made for my father and used on the first Chicago ordinances (1839). The present seal is as unlike as two almost opposites could well be. Permit me to hand you this cut and to express the hope that you will give it place in the next issue of the Manual, where it may be compared with the seal on your title page. The truth is, the designer of the 1905 seal, attempting to make it "classic," with respect of the shell, etc., did only succeed in making something altogether absurd. On the original seal there is a shield, in the shape of a shield; on the present one there is the semblance of the side of a barn. And the Indian and the ship have changed sides. The babe in the shell (it used to be described as a willow basket) evidently was of the woods and lusty enough, albeit it was in a lying-down posture. On the altered seal the infant as depicted is puny and skinny like it was incubated, though it sits stifly up and is as long of body as a lad of 12. The person responsible for these unwarranted changes in attempting to give a symbolic meaning to his design, says, among other things, that the babe and the shell represent the ancient and classical symbolism of the pearl, and

that Chicago situated at the neck of the lake, signifies that it shall be the gem of the lakes; further, that the infant implies contentment, peace and purity. Bosh—all bosh. Neither Alderman Goodhue nor any other of the city officials of his day had any such ideas, nor were such intimated by the original seal. In spite of the crudeness of it as a work of art, still it had a simple meaning that was not difficult of comprehension by all the inhabitants of our city in the early days.

"*GEORGE H. FERGUS."

*George H. Fergus, the writer of the above letter, died Nov. 23, 1911. He was a well-informed and painstaking local historian.

CHANGE
OF
ADMINISTRATION

April 17, 1911

RETIREMENT OF MAYOR BUSSE—SUCCESSION OF MAYOR HARRISON.

Chicago city administrations, as they are shaped and directed by the Mayor, expire at the conclusion of each four years' term. A new administration succeeds to the old. New policies are proposed, and other men are selected to preside over the various great departments of the city government. But all await the renewal of the City Council. On the occasion, of date April 17, now to be recalled, there were assembled the officials-elect and the aldermen-elect (half of the total number) in the Council Chamber for the purpose of taking the oaths of office and entering at once upon their official duties. But the officials who were about to retire and the old Council still held sway, a sway that was to pass in another half-hour to their ready successors. Still the old Council debated and legislated, and the Mayor who so soon was to vacate his seat presided and rushed business. He was backed in the stirring scene by his faithful cabinet assistants, all standing. They were Walter H. Wilson, B. J. Mullaney, Edward J. Brundage, Dr. W. A. Evans and William A. Coleman. Sitting on the right of Mayor Busse was Mayor-Elect Harrison, and on his right were Mrs. Harrison, William Preston Harrison, and Heaton Owsley, a brother-in-law; and back of them stood the men who were about to assume cabinet positions in the new administration, namely, John E. Traeger, Lawrence E. McGann, William H. Sexton and Richard J. Reynolds. Cabinet positions; this is the right designation; so fixed in the popular mind is the idea of a Mayor's cabinet. The galleries were full of men and women, come in from all parts of the city, and the lobby was crowded. A grand chance for eloquent aldermen to display their forensic talents, and the opportunity was improved in moderation. But every few minutes Mayor Busse shut off debate by suddenly declaring this measure passed or that measure defeated, as the case might appear to him to be. The last act but one of the old council was to pass an ordinance that was introduced by Alderman Foell, which was the following:

"That the next regular meeting of the City Council to be held after the meeting held Monday, April 17, 1911, at 7:30 p. m., be and the same is hereby fixed to be held on Monday, April 17, 1911, at 9:25 p. m."

Immediately upon the passage of this ordinance Alderman

Snow moved the adjournment of the Council, which motion prevailed. This action caused, practically, an interregnum of fifteen minutes, which was occupied by the City Clerk, Francis D. Connery, in administering the required oaths—first to the incoming Mayor, then to the aldermen-elect. Of the latter there were thirty-seven, or two more than half the total number, as two of the "holdovers," Michael Zimmer and W. E. Dever, had resigned in order to take other offices to which, the previous autumn, they were elected. Their successors in the Council had been chosen at the April election.

The aldermen now sworn in, and who had not before sat in the council, were Albert R. Tearney of the 3rd ward, Joseph F. Ryan of the 4th ward, Patrick J. Carr of the 5th ward, Willis O. Nance of the 7th ward, Frank Klaus of the 10th ward, William F. Schultz of the 12th ward, Thomas J. Ahern of the 13th ward, Edmund K. Jarecki of the 16th ward, Stanley S. Walkowiak of the 17th ward, Ellis Geiger of the 21st ward, Henry D. Capitain of the 25th ward, Jens N. Hyldahl of the 27th ward, Felix B. Janovsky of the 29th ward, and Irwin R. Hazen of the 25th ward; all of whom, along with the re-elected, had found their rightful seats. Then, in obedience to a gesture of the City Clerk, the thirty-seven rose up and all together took the prescribed oath. Now the renewal of the City Council was complete, and the further proceedings began with the calling of that body to order by the new Mayor, and the presenting of his legal bond for approval. Aldermen Reichert, Chairman of the Finance Committee, and by right of his chairmanship leader of the Council, moved that the bond be accepted, which motion was carried, all the aldermen voting in the affirmative on a call for the ayes and noes. Then the organization of the Council was proceeded with. Presuming that the City Manual will be read by many persons that do not have access to the official record of the Council, it is thought advisable to relate consecutively the particulars of the procedure on this occasion. The object, indeed, of this present writing is to inform a large and increasing number of students of civics in Chicago of how their representative legislative body in the City Hall is periodically made ready for business.

Bodies of this kind, whether located at the State Capital or in Washington, or right here in Chicago, sometimes on exciting occasions are disturbed by disorderly acts of some of their members. In rare instances some member or members wilfully absent themselves from the sesions and have to be found and led back to their seats. It is a function of the Sergeant-at-Arms to quiet any such disorder and to apprehend and seat any such absenting members.

Alderman Richert, by unanimous consent, presented a resolution "That William H. Brown be and he is hereby elected Sergeant-at-Arms of the City Council for the year 1911-1912." The same Alderman moved to adopt this resolution, which motion prevailed in this manner: Alderman Brennan moved that the clerk be instructed to cast one ballot for William H. Brown as the unanimous choice of the Council for Sergeant-at-Arms for the term above specified, and the motion was carried.

Next, Alderman Richert, by unanimous consent, presented a list of standing committees and proposed members thereof for the year 1911-12, which was read by the clerk. Then the same Alderman moved that the said list be adopted as the list of standing committees for the year 1911-12, that each committee be composed of the members therein specified, and that the first Alderman named under each committee act as the chairman of the said committee. This motion prevailed over two votes in the negative. Next, on motion of Alderman Richert and by the unanimous vote of the Council, the rules of the last Council were amended by striking out Rule 42, which provided for seventeen members of the Committee on Elections, and inserting a similar provision for nineteen members of this committee. The nineteen members had already been accepted on the adoption of the list of standing committees. The last step toward a perfected organization of the Council was proposed by Alderman Richert, he offering a resolution "That all matters referred to the various committees of this Council during the year 1910-1911, and not reported upon by the respective committees to which they were referred, be referred to the new committees of this Council as appointed for the year 1911-12, and the said new committees be and they are hereby directed to give consideration to all such matters referred to them respectively." This was just another example of the sliding of the old Council into the new, thus securing the continued and uninterrupted life of that body. Now the clerk read out the next order of business—communications from the Mayor, the Comptroller, the Commissioner of Public Works, and all other city officers, departments and branches of the city government. The Mayor thereupon presented a communication, in which he stated that he had appointed in conformity with the law John E. Traeger as Comptroller for the City of Chicago, and asked the concurrence of the Council. On motion of Alderman Richert the Council concurred. Then again the Mayor, who, as before, in a written communication, announced that he had appointed Lawrence E. McGann as Commissioner of Public Works for the City of Chicago, and asked the concurrence of the Council. On motion of

Alderman Richert the Council concurred. Again the Mayor, who in a written communication stated that in conformity with the law he had appointed William H. Sexton as Corporation Counsel for the City of Chicago, and asked the concurrence of the Council. The Council, on motion of Alderman Richert, concurred. Once more the Mayor, who, in a written communication, informed the Alderman that he had in conformity with law appointed Richard J. Reynolds as Business Agent for the City of Chicago, and asked the concurrence of the Council. On motion of Alderman Richert the Council concurred. These appointments, all save one, which was deferred pending his acceptance, that of Dr. George B. Young, to be Commissioner of Health, made up the personnel of the Mayor's cabinet. At a subsequent meeting of the Council Dr. Young was duly appointed. Several other important appointments were made at this session of the new Council, but as they were below the cabinet rank they may be passed over. The next proceeding was the submitting of their bonds by the several appointees of the first class to the Council for approval. All were approved without a single vote in the negative.

Evidences of interest in the proceedings on the floor of the Council Chamber were read in each of hundreds of faces. Here the public business is transacted in the same manner that such business is dispatched in the State House at Springfield or in the Capitol at Washington. The game of politics is not begun, but in the progress of the weeks and months it will be played, and scarcely in miniature, but not to the detriment of more serious matters pertaining to the corporate and general welfare. The Aldermen range themselves around the Mayor's chair of state, and the Common Council feel that they have the interests of their constituents in the city government in charge. Here, the character of the people's representatives may be studied, and their talents measured, almost as well as in the State Legislature or in the Congress of the United States. The whispered remarks of one and another of the spectators amuse and interest a listener.

"I now know," whispers, but loud enough to be overheard, one woman to another, "why my husband wanted to be elected again as Alderman. I will be a candidate myself so soon as we have the right to vote. The rush of things, the excitement, this grand room, these brilliant lights—it is all just splendid."

A gray-haired man was heard to say, "I was never before at a meeting of the City Council, and I have not always had a very high opinion of it, but by what I have seen and heard this night, I feel bound to take a great deal back that I have formerly said

against it. I have seen the legislators in Springfield and at Washington, and in comparison with them our municipal legislators do not appear at disadvantage."

Still another mature citizen, after the adjournment, and as he was passing out through the lobby, said enthusiastically that he had of late been inclined to favor the commission form of government for cities, or at any rate the election of Aldermen on a general ticket. "But I am now of opinion," he declared, "that either expedient would be a great mistake. To see the seventy Aldermen, the representatives of thirty-five wards, at work in the Council should convince any good citizen that our ward system is best, and must not be abolished or weakened."

The above quoted observations, all spontaneous and inspired by what was actually witnessed, may safely stand as expressing the opinions, original or revised, of the most who were present at the change of administration on the night of April 17. The jubilant woman who looked down from the gallery upon her alderman-husband at last understood the value of the thing she knew he long coveted, a public reputation. She probably, too, just then felt the exhilaration of the prestige she shares with her husband in consequence of the distinction his office gives him. Public reputation; it is to gain that that every ambitious man strives for political office. Before one can be elected an Alderman one must have made the acquaintance and won the confidence of the majority of voters in one's own ward. He thus is, so to say, under bonds in an amount equal to the business and social good will his neighbors and friends accord to him. Forfeiture under such a bond imposes one of the severest of penalties, the loss of public and private esteem. The interests of each ward are more in number and greater than those of any country town, which sends two or more representatives to the legislature. It is to provide for the particular interests of the ward that the several aldermen are chosen. But, at the same time, they have regard for all the people of the city. This is the ground and justification of municipal public reputations, which cannot be striven for by too many worthy citizens. It is a real distinction to be a member of the City Council; and now that this body has a magnificent hall for its sessions, more and more of the citizens on all great occasions will aim to be present.

The citizen who, as he was leaving the Council Chamber after the adjournment, remarked upon the political value of the wards, surely hit the mark. The ward organizations compel the proper distribution of public and private benefits, and defeat the cen-

tralization of influence. It is these alone that prevent the often attempted absorption of the political vitality of the whole corporation by a few men, or at most by downtown political clubs.

In this connection a description of the council chamber itself may be attempted. It is a monumental rectangular room, 40 by 96 feet, and 28 feet high. There are seats for the mayor, the city clerk, reporters, etc., and for seventy councilmen, the latter arranged in a semi-circle, with the Mayor, city clerk, etc., in the center. Opening into the rear of the room are for the public two balconies, 22 feet deep, with a seating capacity of 340.

The main character of the room is official, in the Italian renaissance style, such as in the Doges palace, Venice, and in the Vecchio of Florence. The main color scheme of the room is determined by the English oak treatment, with a light stain.

The ceiling is formed of heavy wooden cross beams over the pilaster decorations of the wall. These are connected by smaller beams, delicately colored in gold, red, blue, etc. A strong cornice, with gilded acanthus decorations in the frieze, crowns the wall decorations, which are architecturally divided into vertical panels by a double pilaster scheme. The upper portion of these panels around the room is reserved for the mural paintings by Frederick Clay Bartlett, which will be placed in position in the spring of 1912. They will form the main decoration of the room, framed in by the strong surrounding architectural treatment. The lower portion of the panels from the floor up to 12 feet 8 inches high is subdivided into smaller panels of oak, which form a high wainscot of English oak around the room. Eight silvered chandeliers, richly decorated, hanging from the cross beams. brilliantly light the room. Each of these chandeliers has twenty-four globes and eight incandescents.

The heating and ventilation is by the double-blast system, with a fan room adjoining the chamber. The blast outlets are under each of the councilmen's desks and the exhausts are under the second floor balcony and in the ceiling between the beams.

GREAT PUBLIC WORKS UNDERTAKEN.

The Corporation Counsel, William H. Sexton, having been directed by the City Council to report to that body what legislation was necessary to enable the City of Chicago to construct a system of subways, etc., that officer submitted his opinion July 10, 1911. This response covers all the points that might otherwise have remained more or less in doubt.

The Department of Law found that in its concrete form the City Council's inquiry contained a number of distinct legal questions, which, formulated, were as follows:

(a) Has the city the general power, in the absence of further enabling legislation, to own and construct a system of subways for street railway transportation?

(b) Has the city power, without such legislation, to construct a system of subways for street railway transportation by day labor?

(c) Has the city power to construct such a system, if not by day labor, by contract?

(d) Has the city the power to construct and own a subway to be used for the transportation of merchandise as well as that of passengers?

(e) In the construction of such subway, has the city the power to provide space for the installation of underground municipal utilities other than street railways?

(f) Has the city power to operate a system of subways for local underground street railway transportation?

(g) Has the city the power to lease such system of subways?

The replies to the above inquiries occupy fourteen pages of the Journal of the Council, forming a document much too long for reproduction in the City Manual; but advantage may be taken of a summary which was made in the Department of Law for the convenience of the Aldermen, of their answers to the questions severally that were put to them. This summary is as follows:

1. (a) The City has the general power, without further enabling legislation, to own and construct a system of subways.

(b) The City has the right to construct a system of subways by day labor if the statute passed by the last General Assembly is a valid one. In the absence of such legislation the City would not have the right so to do.

(c) The City has the right to construct a system of subways by contract for local transportation of passengers.

(d) The City has no right to construct or own a system of subways for the transportation of merchandise.

(e) The City has the right to provide for underground municipal utilities owned by the City.

The City in the construction of the system of subways is not limited to its present needs, but may provide for its future growth.

The City may allow utilities owned by individuals and private or quasi-public corporations to use a portion of the space in the subway, provided such use does not in any way interfere with the primary object of street railway transportation. The expense, however, or reconstruction and readjustment of such utilities must be borne by such individuals or corporations.

(f) The City has no power to operate a street railway in the system of subways without a popular vote approving of the proposition. The question was submitted to the people and was defeated.

(g) The City has the power to lease the system of subways constructed by it to railways incorporated under the laws of the State for the purpose of operating street railways, for a term not exceeding twenty years.

2. The City has the power to issue bonds for the construction and equipment of subways, provided said bonds are a lien upon such property and income only, and are not included in the bonded debt of the City.

3. The City has the right exclusively to pledge and pay the traction fund as interest upon such bond issue and to use any portion of such fund for the purpose of funding such bonds.

4. The City has the right further to use any net revenue received, either from the operation or the leasing of such subways when constructed, for the purpose of retiring such bonds.

5. (a) The City has the power to pay out of such bond issue the cost of reconstruction or replacement of underground municipal utilities owned by itself which may be distributed by the building of the subways.

(b) The City has no power to pay out of such bond issue the cost of reconstruction or replacement of underground municipal utilities owned by individuals and private or quasi-public corporations, which may be disturbed by the building of the subways.

For the further information of your Honorable Body, we attach hereto as an appendix, a statement of May 10, 1911, furnished by the office of the Comptroller of the financial condition of the City, with respect to its bonded indebtedness as compared with the constitutional limit of 5 per cent, based on the value of

taxable property of the City as ascertained by the last assessment for the State and County taxes.

Respectfully submitted,

(Signed) JOHN W. BECKWITH,
Assistant Corporation Counsel.

(Signed) FRANK JOHNSTON, Jr.,
Assistant Corporation Counsel.

Approved:

(Signed) WM. H. SEXTON,
Corporation Counsel.

Statement of Debt of the City of Chicago, May 10th, 1911.

Bonds—			
General	$30,736,000.00		
Less World's Fair	3,706,000.00		
		$27,030,000.00	
Water		3,278,000.00	
			$30,308,000.00
Judgments vs. City			646,404.90
Accrued Interest, Corporate			590,809.72
Water Fund Debt—			
Water Certificates	$	500,000.00	
Water Pipe Extension Certificate		313,447.98	
Warrants on Treasurer outstanding		81,896.78	
Accrued Interest, Water		72,068.00	
Judgments vs. City		5,432.65	
			972.845.41
Total			$32,518.060.03
Cash in Sinking Funds	$3,952,552.53		
Less World's Fair	1,183,833.61		
			$ 2,768,718.97
Total Debt			$29,749,341.06
Assessed Valuation			$848,994,536.00
Authorized Indebtedness (5%)			$ 42,449,726.80
Present Debt as per above statement			29,749.341.06
Unexercised Borrowing Power			$ 12,700.385.74

THE NEXT MOVE.

The City Council, having thus been informed and assured of its legal rights and powers in respect of the subway project, at its regular meeting, held Oct. 16, 1911, passed an ordinance creating a special subway commission, with authority to prepare and submit plans to the City Council for the construction of a system of underground subways, etc. And at the regular meeting of the Council, held Oct. 30, Alderman Littler, from the Committee on Harbors, Wharves and Bridges, submitted a proposed ordinance creating a special harbor commission, with authority to prepare and submit plans, maps, surveys, specifications, etc., to the Council for the location of harbors, docks, piers, canals, etc. The latter ordinance provided for the appointment of a chief engineer of the Harbor Commission, who should receive as his compensation the sum of $12,000 annually, and provision was also made for the employment of a secretary and vraious clerks, etc.

In an interval the Mayor had obtained information which he was satisfied would make it wise to have these great works carried on by a single commission, instead of by two commissions, and accordingly on Nov. 13 he addressed a message to the City Council on the subject. After reciting the above facts, the message continues:

I am informed that the three engineers who have been acting as a subway commission, pursuant to a resolution of the Committee on Local Transportation, are equipped to prepare plans, maps and surveys for a system of harbors, docks, piers, etc., and will have the necessary time to devote to this work, as well as to the work of supervising the construction of such piers, docks and wharves as may be necessary.

As the result of a conference held with the Chairman of the Sub-Committee of your Committee on Harbors, Wharves and Bridges, I am convinced that it is in the interest of economy and good business management that there should be a single commission of engineers to supervise both the subway and the harbor projects, and the engineers who have been acting as a subway commission will be very glad to do all the work necessary in and about the construction of harbors, wharves and piers without any additional compensation, and the City may thereby save the cost of a chief engineer of a harbor commission and additional clerks and assistants.

For the above reasons, I recommend that a single commission take charge of subway and harbor work, and have drafted an ordinance which so provides and which is transmitted herewith. I respectfully suggest the publication of the ordinance and its consideration with the various harbor ordinances now before your Honorable Body.

Respectfully submitted,

(Signed) CARTER H. HARRISON,
Mayor.

The ordinance thus submitted by the Mayor was, on motion of Alderman Richert, ordered printed. It was as follows:

Be It Ordained by the City Council of the City of Chicago:

Section 1. That there is hereby created a special commission to be known as the Harbor and Subway Commission of the City of Chicago, which shall consist of three members and a secretary to be appointed by the Mayor by and with the approval and confirmation of the City Council. The members of said Commission shall be competent and experienced engineers. The City Engineer of the City of Chicago may be appointed as one of the members of said Commission. The action of a majority of the Commission shall be the action of the Commission.

Section 2. Said Commission shall prepare and submit to the City Council for its consideration, plans, specifications and estimates for the construction of a system or systems of underground subways and tunnels in and under the streets, alleys and public grounds of the City, the Chicago River and its branches and the Drainage Canal, to be owned by the City of Chicago, for the operation therein of street railways (including elevated street railroads).

Section 3. Said Commission shall submit to the City Council for its approval without delay, maps, plans, surveys, specifications and estimates of cost for the construction of one or more piers and docks on the north shore of Lake Michigan, between the mouth of the Chicago River and Chicago avenue. And said Commission shall also prepare and submit to the City Council from time to time for its consideration, maps, plans, surveys, specifications, estimates of cost and ordiances for the location of harbors, canals, wharves, docks, piers, slips, levees and all other harbor facilities and improvements which may be appropriate or necessary to carry into effect the powers granted to the City of Chicago by the Act of the General Assembly enlarging the power of cities in relation to harbors, canals, etc., approved June 10, 1911, and in connection therewith, in behalf and in the name of the City of Chicago, to acquire or construct such elevators, vaults and warehouses (including cold storage warehouses) as may be a necessary adjunct or incidental to transportation, railroad tracks and railroad terminals and all other necessary or appropriate terminal facilities.

Section 4. Said Commission shall maintain an office in the said city and shall employ such engineers, architects, draftsmen,

clerks and other assistants, and purchase such supplies and materials as are necessary to enable them properly to perform their duties under this ordinance.

Section 5. Each Commissioner shall receive as compensation for his services as such Commissioner, the sum of twelve thousand dollars ($12,000.00) per annum, provided that, in the event the City Engineer shall be appointed and confirmed as a member of said Commission, he shall receive for his services, in addition to his salary of eight thousand dollars ($8,000.00) as City Engineer, the sum of four thousand dollars ($4,000.00) per annum as compensation for the performance of his additional and separate duties as a member of said Commission.

The Secretary of said Commission shall receive as compensation for his services the sum of four thousand dollars ($4,000.00) per annum.

At the regular meeting of the City Council, held Dec. 4, the above ordinance was passed, and the Mayor appointed the commission so provided for, on Subway and Harbors, naming as the members of it—

JOHN ERICSON,
J. J. REYNOLDS, and
E. C. SHANKLAND.

On the harbors branch of the general subject of Subways and Harbors, proceedings were had in the City Council on Nov. 27, which caused a reconsideration of the vote by which an ordinance was passed creating and defining Harbor District No. 3. These proceedings resulted from a veto by the Mayor of the said ordinance, with which veto he presented a communication from President Barton Payne of the South Park Commission, also resolutions that were adopted by the South Park Commission. The veto was sustained by a unanimous vote of the Aldermen. The communication and resolutions received from the South Park Commission follow:

South Park Commissioners, Chicago, Nov. 27, 1911.

Dear Mr. Mayor—The harbor ordinance passed by the City Council last Monday night establishing a third Harbor District, extending from Grant Park south to Thirty-first street, if permitted to become a law, will defeat the plans of the South Park Commissioners involved in certain negotiations now being conducted with the Illinois Central Railroad Company with a view of acquiring riparian rights in Grant Park to Fifty-first street for certain important public purposes which have been fully explained to you.

The views of the City as expressed by your Corporation Counsel, and by Mr. Theodore K. Long, Chairman of the Committee having this legislation in charge, as to the possible use of this

land in the future by the City, and the safeguards necessary to protect such use, are embodied in resolutions passed by the South Park Commissioners on Saturday, Nov. 25, 1911, a certified copy of which is herewith enclosed.

In view of these resolutions, and the very great public importance of leaving the South Park Commissioners free to acquire the riparian rights and other substantial rights in the territory affected by said ordinance, makes it necessary in the public interest to ask your Honor to veto said ordinance, and we, therefore, ask that the same be vetoed accordingly.

Yours very truly,

(Signed) JOHN BARTON PAYNE,

President.

Hon. Carter H. Harrison, Mayor, City of Chicago, Chicago, Illinois:

* * * * *

Whereas, The election of the City of Chicago by said ordinance, if the same becomes effective, to acquire, own, use, occupy, and reclaim the submerged lands within said Horbor District may interfere with the plans of the South Park Commissioners to connect Jackson Park and Grant Park by a beulevard or driveway extending over and upon the bed of the public waters lying in part within Harbor District No. 3, as described in said ordinance, and to aquire the riparian rights and submerged lands necessary therefor in accordance with an Act entitled "An act authorizing park commissioners to acquire and improve submerged and shore lands for park purposes, providing for the payment therefor and granting unto such commissioners certain rights and powers and to riparian owners certain rights and titles," approved May 2, 1907, in force July 1, 1907, and it is a matter of public interest in the judgment of the South Park Commissioners that such plans be consummated; now, therefore, be it

Resolved by the South Park Commissioners: That if and in consideration that such steps are taken by the City of Chicago, that said City does not elect or determine to use the right or license to use, occupy or reclaim the submerged lands within said territory described as Harbor District No. 3, as described in said ordinance, and does not take action which will prevent or interfere with the acquisition by the South Park Commissioners of the riparian rights and submerged lands under the waters of Lake Michigan between Grant Park and Jackson Park and the connection of said parks by a boulevard or driveway under and in accordance with said act approved May 2, 1907, the South Park Commissioners hereby undertakes and agrees as follows:

(1) The South Park Commissioners agree that all riparian rights in and to the shore of Lake Michigan from the north line of Sixteenth street extended east to the north line of Twenty-second street, extended east, and submergd lands adjacnt to said shore not filled in or to be filled in by the South Park Commissioners, shall, so far as the South Park Commissioners is concerned, belong to the City of Chicago in perpetuity,

to be used by said City, however, only in the event that such submerged lands may be required by said City for harbor purposes.

(2) The South Park Commissioners agree that the City of Chicago may enter across and over any lands which may be owned or acquired by said South Park Commissioners with not more than six (6) tracks on or adjacent to either Sixteenth, Eighteenth, Nineteenth, Twentieth or Twenty-first streets, and may also use and occupy a right of way from Forty-first street to Sixteenth street for not more than four (4) tracks located immediately east of the right of way of the Illinois Central Railroad Company. It being further understood that the Commissioners will grant to the City free and suitable access to said harbor when established.

(3) It is understood that said City of Chicago in consideration of the various undertakings of the South Park Commissioners provided for herein shall and will convey to said South Park Commissioners the slip now owned by the City located directly south of Grant Park.

(4) It is further understood that the rights hereby granted to said City of Chicago for harbor and railroad purposes shall not be exercised except by said City of Chicago as a municipal corporation under and in accordance with the provisions of said act in relation to harbors, approved June 10, 1911.

(5) Said South Park Commissioners agrees that it will arrange as soon as may be for the construction and maintenance of a public pier for passenger and excursion boats at Twenty-second street, accessible by bridge over or tunnels under the tracks of the Illinois Central Railroad Company.

(6) Said South Park Commissioners agree that it will install and maintain two public bathing beaches with adequate buildings and facilities between Twenty-second street and Jackson Park, said beaches to be accessible by tunnels under or bridges over the tracks of the Illinois Central Railroad Company.

(7) Said South Park Commissioners agree that whenever the City of Chicago turns over South Park avenue to said South Park Commissioners for boulevard purposes it will cause said South Park avenue to be extended without expense to the City of Chicago northward from Twenty-second street across the Illinois Central Railroad Company's tracks and will cause a suitable viaduct to be built connecting said South Park avenue as extended with the park property on the east side of the Illinois Central Railroad Company's tracks.

EXECUTIVE

The Mayor and Heads of Departments of the City of Chicago
1911-1912

CARTER H. HARRISON
Mayor

One will look with small satisfaction to the newly revised Chicago Code, revised as of March 13, 1911, for a clear statement of the powers and duties of the Mayor of Chicago. The chapter of the Code dealing with this subject is very short, and as little informing as it were possible for it to be. Not one of his great powers is described, nor is the scope of his official activities, in matters of prime importance, more than just intimated.

The Code merely says that—

"The Mayor of the City of Chicago, before entering upon the duties of his office, shall execute a bond to the city in the sum of ten thousand dollars, with such sureties as the City Council shall approve, conditioned for the faithful performance of the duties of his office.

"The Mayor shall appoint, by and with the advice and consent of the City Council, all officers whose appointment is not by the laws of this State otherwise provided for; and whenever a vacancy shall occur in any office which by law he is empowered to fill, he shall within thirty days after the occurrence of such vacancy communicate to the City Council the name of his appointee to such office.

"The Mayor shall supervise the conduct of all the officers of the city who are exempt from the provisions of the civil service

act, and shall examine the grounds of all reasonable complaints made against any of them, and cause their violations of duty and other offenses, if any, to be promptly punished.

"The Mayor shall sign all licenses and permits granted by the authority of the City Council, except as otherwise provided by law or ordinance.

"The Mayor shall have the power and authority to release and discharge, at his discretion, any person imprisoned for the violation of any city ordinance. In each and every case in which such release shall be so made he shall send notice thereof to the City Council, accompanying such notice with a statement setting forth his reasons for such release."

That is all that directly bears upon administrative performance. The Code, indeed, as though by way of reminder, does further state what is expected of the Mayor concerning the flag and flag days—that, and nothing more. There is good reason for this. As in some countries there are unwritten constitutions, where governments are carried on by means of precedents, and by tolerated innovations, so in Chicago we have no written charter, only a state law, few of the provisions of which are nicely applicable in Chicago's exceptional situation. Consequently here, too, precedents and necessity largely govern. The Mayor has the initiative equally with the City Council in the proposing and maturing of measures. His daily care and labors are for the betterment of the public services and of the general condition of the city. Transportation, subways, lighting, the telephone, the water supply, these all, and whatever other public utilities are present and operating, or are in near prospect, and which are or shall be under the direction or control of the municipality, require to be given his most careful and vigorous attention in order that services correspondent to the reasonable demands of the people may be had and assured. These and other like matters the Code does not, nor could it, describe or even mention. Hence it is truth to say that the office of Mayor of Chicago is very much what any incumbent may for the time being make it to be.

The police powers of the Mayor are great, and how to exercise them in the interest at once of public morals and of the material welfare of the city is a problem to the solving of which he gives much of his time. He is, through the General Superintendent of Police, commander of the force—in numbers an army. But a single indulgent policeman may spoil the best laid plan for the

suppression of evil practices or the correction of covert abuses. Still the Maycr is charged with the responsibility—a responsibility that is not weighed in any ordinance or law.

The Mayor's part in the management of the city finances is important and intimate. As he appoints the City Comptroller, much depends upon the character and ability of the citizen whom he selects for that office. He assists with suggestions and advice in preparing the annual budgets. He may veto any item in them. No bonds are negotiable that do not bear his signature, and no warrants on the treasury are paid that are not countersigned by him.

The Mayor is the presiding officer of the City Council; he presides, but has no vote except in case of a tie. The Council appoints its own committees, but the Mayor may call special meetings of the Council. All ordinances may receive his veto, but they may be repassed over his veto by a two-thirds vote. When he vetoes an ordinance he is authorized to submit a substitute, which may be considered and passed at once by the Council unless two members demand that it be referred to a committee. If such a demand is made, the Mayors' substitute ordinance cannot be considered at once except by a two-thirds vote of the Aldermen.

Secretary to the Mayor.

Secretary—CHARLES CECIL FITZMORRIS.

The duties of the Secretary to the Mayor are, as are those of the Mayor himself, ill-defined, and it is only by observation that their importance can be ascertained. The very title given in the ordinance creating the office is incorrect. Private Secretary. There is no official position in the City Hall that is more public than is that of one who holds the secretarial relation to the Mayor. Hence almost universally the title affixed, by the somewhat ancient ordinance creating this office, is amended in the people's thought and speech. And as in designed conformity with the fact, and to correspond with usage is the other cities of the country, the compilers of the new City Code has adopted the title, Secretary to the Mayor. It says: "The Mayor may appoint a secretary." It could be wished that also they had hit upon a way to make it rather more clear what are his duties when appointed. Instead they borrow the scant mention of them in the old ordinance. "To preserve and keep in the Mayor's office all

books and papers which are usually filed, or required by law to be filed therein; to deliver to the City Council and to the respective departments of the city all mesages from the Mayor in writing; to attend in the Mayor's office during the usual office hours, and to perform such other duties as may be required by the Mayor"—such is the inadequate recital. It fails, almost wholly, to inform one as to the many indispensable details that contribute to and in the aggregate constitute the importance of his office. These may be given independently in suggestive outline. The Secretary confidently serves the Mayor and, in minor matters, assists at administration. The amount of such serving is determined by circumstances which are rarely the same on two days, or even half days, in succession. Numbers of complaints and requests are presented daily at the Mayor's office, which it is impossible for the Mayor himself to hear and pass upon, and these necessarily are met by the Secretary and, in perhaps a majority of cases, are disposed of by him, or put in shape to pass quickly under the Mayor's eye.

The Chicago public was for many years slow to recognize the value to them, and to the administration, of the Secretary to the Mayor. But Chicago was not alone in this. It was much the same in New York, Boston, Philadelphia, and, indeed, in all the large cities. Even the secretaries to more exalted officials—at any rate in this country—were not given deserved standing till in recent years. Before the Civil War private secretaries even to Presidents of the United States, were much too little regarded; but since then, in most cases, the person holding that relation to the President has been regarded as of near cabinet rank.

General Clerk—Stenographer.

General Clerk, Mayor's Office—ABRAHAM MERINBAUM.
Mayor's Stenographer—JOHN M. KELLY.

FINANCE.

The City Comptroller.

City Comptroller—JOHN E. TRAEGER.
Deputy Comptroller—Louis E. Gosselin.
Chief Clerk—C. J. O'Connor.
General Accountant—Mark M. Foote.
Real Estate Agent—Joseph F. Peacock.

The Department of Finance is an executive department of the municipal government of Chicago. It controls the fiscal concerns

of the city. The department embraces a City Comptroller, the City Treasurer and the City Collector, and all such clerks and assistants as the City Council may by ordinance provide. The comptroller is the head of the department and has the management and control of all matters pertaining thereto. He is appointed by the Mayor, by and with the advice and consent of the City Council. Before entering upon the duties of his office he executes a bond to the city in the sum of $100,000, with such sureties as the City Council shall approve, conditioned for the faithful performance of the duties of his office. He appoints, according to law, a Deputy City Comptroller and such assistants, clerks and subordinates in his office as the City Council may authorize, and he may remove any such appointees, according to law. He is responsible for the fidelity of any person apponited by him who shall have the custody of public money, and he may remove any such person in his discretion for any reason he may deem proper. He requires good and sufficient bonds to be given by all assistants, clerks and employes in his office who shall receive or have care, custody or handling of any moneys or other valuable things belonging to the city, which bonds shall run to the Comptroller and be approved by him. The Comptroller is charged with and exercises a general supervision over all the officers of the city who in any manner have to do with the receipt, collection or disbursement of the city revenues, and the collection and return of such revenues into the city treasury. He is the fiscal agent of the city and as such has charge of all deeds, mortgages, contracts, judgments, notes, bonds, debts and choses in action belonging to the city, except such as are directed by law or ordinance to be deposited elsewhere; and he possesses and preserves all leases of the property of the city. He has supervision over the contracts, bonds, obligations, loans and liabilities of the city, the payment of interest, and over all the property of the city and the sale or disposition thereof; and, generally, in subordination to the Mayor and City Council, he exercises supervision over all such interests of the city as in any manner concern or relate to the city finances, revenues and property. Such are the principal powers of the Comptroller. Among his more important duties are these: To advertise at least once in each year, and not later than the first day of December in each year, for bids from all regularly established national and state banks doing business within the city, for interest upon the money of the city deposited in such banks. These bids are referred to the City Council for its information and consideration not later than the fifteenth day of December of each year. Any or all such bids may be rejected by the City Council, and it may designate

as many depositories as it deems necessary for the protection of the city's interests, and to award bids accordingly. But the Comptroller is required to give notice that the average monthly balance to be kept in any one bank shall not exceed an amount equal to one-half the capital stock, surplus and undivided profits of such band, but no bank shall have more than $2,000,000 of city money on deposit at any one time, excepting during the month when any given bank may be the "active bank," when the amount may be increased if occasion demands. The "active bank" is selected every month and in it the City Treasurer deposits his current receipts for the month, and against which the Comptroller checks for the payment of salaries and other current liabilities. Finally, he is required to protect the city at tax sales of property subject to sale on account of delinquent taxes, by appointing an agent who shall attend all tax sales in which the city is interested.

Office of City Paymaster.

City Paymaster—JOHN L. HEALY.

Assistant Paymasters—Samuel R. Wharton and Thomas D. Chadwick.

Though it is not so described in any ordinance, the office of City Paymaster practically is a Bureau in the Department of Finance. The Paymaster is placed in his position by certification from the Civil Service Commission, but before he assumes it, he executes a bond to the city in the sum of $10,000, with such sureties as the City Comptroller shall approve conditioned upon the faithful discharge of his duties. He has charge and control of all payments to the city employes on account of wages and salaries. There are two assistant paymasters, who are under bonds to the city in the sum of $75,000 each. And the Comptroller requires also good and sufficient bonds to be given by such other assistants, clerks and messengers as may receive or have the custody, care or handling of any money or other valuable thing belonging to the City of Chicago. All these bonds must be approved by the Mayor. All warrants drawn upon the treasurer on account of payrolls showing wages and salaries due city employes are signed by the Mayor and countersigsed by the Comptroller, stating the particular fund or appropriation to which the same is chargeable and made payable to the Paymaster, who disburses the same to the persons lawfully entitled thereto. Such disbursements or payments made on account of wages and salaries, are made by checks, which in addition to the signatures which are required by law, have the signatures of an assistant city paymaster, countersigned by the City Paymaster, or by the first Assistant Paymaster.

City Collector.

City Collector—EDWARD COHEN.

Deputy City Collector—J. F. McCarty.

Cashier—J. F. O'Brien.

Chief Clerk, Special Assessments—M. J. Derry.

Clerk in Charge Wheel Tax Division—Thomas McLain.

Clerk in Charge Warrants for Collection Division—A. U. Schneider.

Clerk in Charge Amusement and Saloon License Division—J. A. Bailey.

The City Collector is appointed by the Mayor, by and with the advice and consent of the City Council. Before assuming the duties of the office he executes a bond, with sureties approved by the City Council, in the sum of $250,000, conditioned for the faithful performance of the duties of the office. He appoints according to law such assistants, clerks and subordinates in his office as the City C uncil may authorize, and he may remove any such according to law. He is held responsible for the fidelity of any person appointed by him who has the custody of public money, and he may remove any such person in his discretion for any reason he may deem proper; from all he requires bonds running to the city. He files with the Comptroller a daily and monthly statement of all moneys received by him, and from whom and on what account they have been received. He keeps books and accounts in which he is required to show all receipts of moneys paid to him. Amounts for which he thus accounts are made up of license fees, fees for inspections, fees for permits, compensation for franchises, and all other payments of money not otherwise specifically provided for, and these are paid direct to the City Collector, and by him are transmitted daily to the City Treasurer. Also collections of fines by the Municipal Court are paid direct to him. Such is the usual course, but where the public convenience requires it, the Department of Finance may authorize the payment of license fees and fees for permits to be made to the officer authorized to issue permits and licenses. The collections by the water bureau are made direct to the City Treasurer. The City Collector collects special assessments on improvements which are ordered by the Board of Local Improvements of the city, and for all uncollected special assessments on the warrants as forwarded to him by the County Court he makes a delinquent return to the County Collector each year.

City Treasurer.

City Treasurer—HENRY STUCKART.

Assistant City Treasurer—J. Lindheimer.
Chief Clerk—Albert J. Keefe.
Cashier—J. C. Smith.
Attorney—Edward F. Dunne.

The City Treasurer is elected by the voters of the City of Chicago. He appoints, according to law, all assistants, clerks and subordinates, and may remove them, according to law. But any assistant, clerk or subordinate appointed by him who has the care, custody or handling of any moneys or other valuable thing belonging to the city may be removed by him at his discretion. He requires good and sufficient bonds to be given by all assistants and clerks in his office who receive, have the custody or handling of any moneys or other valuable thing belonging to the city, which bonds run to and must be approved by the City Treasurer. He shall receive all moneys belonging to the city and is required to deposit daily all moneys received by him as City Treasurer during banking hours, all such moneys as he may have received on the day previous after banking hours, in one of the banks which have been designated by the City Council as depositories, pursuant to law. Of the banks so designated as depositories, the City Comptroller, by authority given him, designates from time to time, one as the active bank or depository for a period of not longer than one month at a time. During such period the city treasury deposits in such active bank such sums as will make up the balance therein not to exceed $2,000,000, and shall draw his checks to pay warrants drawn upon him by the Mayor and City Comptroller upon such active bank; but it is provided that the treasurer shall have power to withdraw the city's money from any depository in certain cases and circumstances. The City Treasurer carries a "petty cash" fund and for the purpose of enabling the treasurer to pay in cash such warrants as may be presented to him for payment in cash, the Mayor and Comptroller are authorized to draw warrants from time to time for such amounts as may in their judgment be sufficient to the daily demand for such purpose. Such warrants are made payable to the City Treasurer and are chargeable to the Treasurer's "petty cash" fund, and in turn they are credited to this fund when paid in cash. There is also an equalization and transfer fund, and for the purpose of facilitating the equalization or apportionment of the amounts of the balances on deposit with the several depositories and the speedy transfer of money from one depository

to another in case of necessity, the Mayor and Comptroller are authorized to draw warrants from time to time, for such amounts as may in their judgment be necessary or advisable for the proper apportionment of the city deposits among its depositories or for the protection of the city's interests. Such warrants are made payable to the City Treasurer and are chargeable to the "equalization and transfer" fund, which, in turn, gets its due credits. Minute directions are given in the law to the City Treasurer for the keeping of proper books and full accounts, which at all times are open to the examination of the City Comptroller, the Committee on Finance or any member of the City Council. He makes to the City Comptroller a monthly report, under oath, of all interest or moneys received or credited to the City Treasurer or to the city, by any bank or other depository (naming them) in which is deposited interest bearing moneys of the city, together with the average sum of money on deposit in each bank or depository during the calendar month, and the average rate of interest so paid or credited.

The bond of the City Treasurer is in the sum of $5,000,000.

The City Clerk

City Clerk—FRANCIS D. CONNERY.

Chief Clerk to City Clerk—Edward J. Padden.

The office of Clerk of the City of Chicago is elective, and its tenure is for two years. Before entering upon the duties of his office he executes a bond to the city in the sum of $5,000, with such sureties as the City Council shall approve, conditioned for the faithful performance of the duties of his office. He keeps the corporate seal and all papers belonging to the city. He attends all meetings of the City Council and enters a complete record of its proceedings on the official journal of that body. He records all ordinances passed by the City Council, and files the originals for safekeeping. Transcripts from the journals and other records and files in his office, when certified by him under the corporate seal, are evidence in all courts in like manner as the originals, were they produced. He administers oaths and affirmations on all lawful occasions. He issues, when requested by the Mayor or any alderman so to do, notices to members of the City Council of special meetings, and also to members of committees, and to all persons whose presence is required before any committee, when requested by the chairman of such com-

mittee to do so. He delivers without delay to the officers of the city, and to all committees of the City Council all resolutions and communications referred to such officers or committees. In like manner he delivers to the Mayor all ordinances and resolutions in his charge which may require to be approved or otherwise acted upon by the Mayor, together with all papers on which the same are founded. He reports to the Council all acceptances of ordinances and bonds connected therewith, which have been filed in his office since the preceding meeting. He attests all licenses granted under the ordinances of the city and he keeps a record of their issuance; and where medal plates or badges are required as signs of the licensing, he issues them free of charge to the person paying the license fee. He issues pamphlet copies of the Journal of the proceedings of each meeting of the City Council, as has been the custom of the office for about the last fifty years, and lets a contract annually for the work of such printing to the lowest responsible bidder. He also lets a contract annually for binding a limited number of sets of the Journal into single volumes for each Council year.

The City Clerk is ex-officio a member of the Firemen's Pension Fund.

Department of Supplies.

Business Agent—RICHARD J. REYNOLDS.

The Department of Supplies is an executive department of the city. By the ordinance creating it, there also was created the office of Business Agent, and the person holding such position was constituted the head of the Department of Supplies, which is closely connected with the Department of Finance, as the Business Agent conforms to the rules and regulations of the City Comptroller. He is appointed by the Mayor, by and with the consent of the City Council. He executes before entering upon the duties of his office, a bond to the city in the sum of $50,000, with such sureties as the City Council shall approve, conditioned for the faithful discharge of his official duties. By the same ordinance all employes under the Business Agent are required to give bonds to him, conditioned for the faithful discharge of their duties, respectively. Five of these positions are named and the amount of the bond attached to each is stated thus: Chief clerk, $10,000; stationer, $5,000; stock keeper, $10,000; storehouse clerks, each, $5,000, and other employes, $2,000. The Business Agent makes all purchases of supplies and materials for the use of the city, and

he lets all contracts for labor to be performed for the city in cases where the cost of such materials or labor is not less than the sum of $500. Requisitions are made upon him by the heads of departments for all purchases to be made and all contracts to be let by the Business Agent, provided that such requisitions are approved in writing by the heads of the departments for which the same are required. Such requisitions are his authority for all purchases under them, and he files them in his office for safe-keeping. There is this exception to the above, the Commissioner of Health makes all purchases of and lets all contracts for medicinal, preventive and curative supplies and materials, and such other supplies and materials as require technical knowledge of medicine, pharmacy or chemistry. The Business Agent charges to the departments the supplies to be furnished them on requisition, at their cost price, and he renders monthly statements to the heads of departments of the amounts charged to them respectively. He also presents to the City Comptroller monthly statements showing the total cost of supplies furnished to each department, and the amount thus stated, when certified to be correct by the heads of the several departments, is charged to funds appropriated for the use of such departments. That he may make all purchases upon the most advantageous terms, he procures competitive proposals from at least two responsible persons or corporations, and he takes advantage of the lowest prices quoted for goods of equal value. In all cases wherein is involved the expenditure of sums of money in excess of $200 and below $500, he procures proposals in writing from at least three bidders, which proposals are filed with the requisitions pursuant to which the purchases are made. Further he keeps books of record of all purchases made by him, and of all contracts let by him under provisions of the ordinance which created the Department of Supplies.

Department of Public Works.

Commissioner of Public Works—LAWRENCE E. McGANN.
Deputy Commissioner—Joseph O. Kostner.
Chief Clerk—John A. Klein.

The Department of Public Works is a department of the municipal government of Chicago, established in 1876. It embraces the Commissioner of Public Works, the Deputy Commissioner, the City Engineer, the Superintendent of Streets, the First Assistant Superintendent of Streets, the Second Assistant Superintendent of

Streets, the Third Assistant Superintendent of Streets, the Superintendent of Water, the Superintendent of Sewers, the Superintendent of Maps, the Superintendent of the Bureau of Compensation, the City Architect and such other assistants and employes as the City Council may by ordinance provide.

The Commissioner is appointed by the Mayor by and with the advice and consent of the City Council. He has the management and control of all matters pertaining to the department. He appoints, according to law, all officers and employes in the department except the Deputy Commissioner of Public Works. He may remove any such officer or employe according to law. The Commissioner, before entering upon the duties of his office, executes a bond to the city in the sum of $50,000, with such sureties as the City Council may approve, conditioned for the faithful performance of the duties of his office.

It is the duty of the Commissioner of Public Works to require good and sufficient bonds to be given by all subordinate officers and employes in said department who perform any or all of the duties of keeping the time of employes, certifying to pay rolls and making out or delivering time checks for employes and the registrar of the Bureau of Water.

The Commissioner has charge of all public improvements commenced, or to be commenced, by the City of Chicago, and he has power, subject to the ordinances of the city, to regulate and control the manner of using the streets, alleys, highways and public places of the city, for the erection of telegraph poles or other poles or posts, for the laying down of gas, water and steam pipes, sewers, conduits and other underground construction authorized by law or the ordinances of the city, and to determine the location thereof; and to cause the prompt repair of the streets, alleys, highways and public places, whenever the same are taken up or altered. But nothing herein contained shall relate to the construction of local improvements, paid for in whole or in part by special assessment; provided, however, that said Commissioner shall have charge of all local improvements paid for in part by special assessment, upon their completion and acceptance by the Board of Local Improvements, or upon their completion, acceptance and approval by the court confirming the assessment, and said Commissioner has the power to enforce all provisions of any contract for such improvements which relate to the guarantee and maintenance of such improvements and the repairs thereto.

It is the duty of the Commissioner of Public Works, subject to the ordinances of the City, to take special charge and superintendence of all streets, alleys and highways in the city, and of all walks and cross walks, bridges, viaducts, docks, wharves, public places, public landings and public grounds in the city; of all market and market places and all other public buildings in the city, belonging to the city, and of the erection of all public buildings; of all works for the widening, deepening or dredging of the Chicago river and of its branches, and of the harbor of the city, of all sewers and works of said city, and the collection of water rates and fees for the use of water or for permits issued in connection with the water works system, and of all sewerage permits and licenses; to award and execute all contracts for any work or public improvement, the cost of which shall exceed the sum of five hundred dollars, and all contracts for coal for the use of any department of the city, with a proviso as above set forth relating to the construction of local improvements paid for in whole or in part by special assessment and that are under the control of the Board of Local Improvements.

The Deputy Commissioner of Public Works is appointed by the Mayor, with the approval of the City Council. He has authority, under and subject to the order, direction and control of the Commissioner of Public Works, to sign or act for the Commissioner of Public Works, and he shall perform such duties as may be required of him by the Commissioner of Public Works.

The Deputy Commissioner, before entering upon the duties of his office, must execute a bond to the city in the sum of twenty-five thousand dollars, with such sureties as the City Council shall approve, conditioned for the faithful performance of the duties of his office.

Bureau of Engineering.

City Engineer—JOHN ERICSON.

Assistant City Engineer—H. S. Baker.

Chief Clerk—William J. Roach.

Division of Designing and Construction—Henry W. Clausen, Engineer in charge; Karl L. Lehmann, Chief Designer.

Division of Pumping Stations, Repair Shops and Cribs—Henry A. Allen, Mechanical Engineer in charge; Frank J. McDonough, Assistant Engineer in charge of cribs.

Water Works Shops and Repairs—Frank A. Miller, Superintendent.

Water Meter Repairs—Frank D. Anderson, General Meter Foreman.

Division of Water Pipe Extension—Hugh L. Lucas, Superintendent.

Division of Tests and Inspection—H. C. Parks, Engineer of tests.

Division of Bridges—Thomas G. Pihlfeldt, Engineer in charge of bridges.

Harbor Division—Thomas Moynihan, Harbor Master; R. O. S. Burke, Assistant Engineer.

The City Engineer is the executive and engineering head of the Bureau of Engineering, Department of Public Works, and is in direct charge of all work pertaining to the construction, maintenance and operation of the water works system, which includes thirteen pumping stations, forty-seven miles of water tunnels, five intake cribs, and twenty-two hundred miles of water main; intercepting sewers and sewage pumping stations; all river and harbor work; and the construction, repair and maintenance of the city bridges over the Chicago river and its branches.

He also performs such other duties as may be required of him by the Commissioner of Public Works, or the ordinances of the City of Chicago, and all such services in the prosecution of public improvements as may require the skill and experience of a civil engineer.

Bureau of Water.

Superintendent—WILLIAM J. McCOURT.

Chief Clerk—John C. Schubert.
Cashier—Otto A. Dreier.
Assistant Cashier—William J. Diener.
Head Accountant—James J. Dunn.
Water Assessor—Thomas H. Byrne.
Deputy Assessor—Frank C. Thomas.
Field Assessor in Charge—Joseph J. Ward.
Foreman Shut-Off Division—John J. Morgan.
Permits—Hugh B. Ryan.
Engineering Draughtsman—Herman H. Schlee.

The Bureau of Water is a division of the Department of Public Works. The Superintendent of the Bureau has special charge of the collection of water assessments and rates, and performs such other duties as may be required of him by the Commissioner of Public Works, or by the ordinances of the city. He reports to the City Treasurer once in each day all moneys received by him in his bureau and at the same time pays over to the City

Treasurer all moneys, with a statement of the same and to what account the same belongs and takes a receipt and duplicate receipt for all moneys so paid over, which duplicate receipt he is required immediately to deposit with the Commissioner of Public Works.

Bureau of Streets.

Superintendent of Streets—FRANK W. SOLON.

Secretary to the Superintendent—Miss Kate Harrold.
First Assistant Superintendent—P. McCarthy.
Assistant Superintendent in Charge of Streets and Alleys—Vacant.
Assistant Superintendent in Charge of Repairs—W. G. Leininger.
Chief Clerk—J. J. Moynihan.
General Timekeeper—Ernest Jamieson.
House Moving Permits—James Matthews.
Complaint Clerk—John Scanlon.
Public Utility Inspector in Charge—S. J. Fisher.

The Bureau of Streets is a division of the Department of Public Works. The Superintendent of the Bureau has charge of the cleaning and repairing of streets, sidewalks and alleys and of the removal of garbage and ashes and obstruction of any kind outside the building line. Through this bureau permits are granted to any person or corporation to open any street, sidewalk, alley, avenue or public place for any purpose, but before any such permit is issued, he shall estimate the cost of restoring the street, sidewalk, alley, avenue or public place to a condition equally as good as before it shall have been so opened, with a fair additional sum as margin for contingent damages, and furnish the same to the Commissioner of Public Works. The permit in every case is issued and transmitted to the City Collector, for the collection of the deposit and fee and delivery of the permit. As soon as the work provided for in any such permit has been performed, the person or corporation to whom the permit was issued shall replace and restore the street, sidewalk, alley or other public place to a condition as good as before the tearing up, and if such restoring and replacing is not done forthwith, the Superintendent, under the authority of the Commissioner, has such work done by the city workmen and the net cost of the same is charged to the person or corporation to whom such permit is issued.

Bureau of Sewers.

Superintendent of Sewers—WILLIAM E. QUINN.

Chief House Drain Inspector—Edward J. Hayes.
Complaint Clerk—James Quinlan.
Bill and Voucher Clerk—Edward F. Cullerton.
Bench and Street Grade Engineer—W. H. Hedges.

The Superintendent of Sewers has special charge of the construction of all public and private sewers and catch basins laid on or in any public street, alley or way, except where the cost of such construction is to be paid for wholly or in part by special assessment. He has charge of the issuance of all permits for connection with, or repairs to, the sewerage system of the city. He is to see that no connection is made with any public sewer or drain without the written permission of the Commissioner of Public Works, and that no drain is made from any point within the limits of the city, into the Chicago river or any of its branches, or into any slip connecting therewith, without obtaining a permit for such drainage from the Commissioner. Such permits may be given by the Commissioner at his discretion, upon payment of a fee to be fixed by him to an amount sufficient to defray the expense to the city in consequence of granting the permission. The superintendent reports all instances of the making of unlawful connections of the kind, when the offender shall be fined not more than $50 for each offense and a further fine of $25 for every day such unauthorized connection or opening is continued. Besides, he inspects and has general supervision of altering or extending all sewers and drains.

Inspection of Steam Boilers and Steam Plants.

Chief Inspector—MICHAEL J. RYAN.

Supervising Engineer—Robert Wilcox.

The head of the Department for the Inspection of Boilers, Steam and Cooling Plants, is the Chief Inspector, appointed by the Mayor. The person so appointed shall be qualified from practical experience in the design or construction and operation of boilers or other apparatus under pressure of whatsoever kind, to enable him to judge of their safety. The Supervising Engineer and the Chief Deputy Inspector are appointed by the Chief Inspector, according to law. They each execute a bond to the city in the sum of five thousand dollars, conditioned for the faithful performance of their duties. It is the duty of the Department to pass upon the plans and specifications and issue permits for the installation of any pressure apparatus in a new plant or the remodeling, reconstruction of or addition to an existing plant, whether for power or heating purposes.

Bureau of Maps and Plats.

Superintendent—JOHN D. RILEY.
Chief Draughtsman—John Wittenborn.

The office of Maps and Plats is a creation of a city ordinance and the Superintendent is appointed, according to law, by the Commissioner of Public Works. He performs such duties as are prescribed in the creating ordinance, and in addition such other duties as are required of him by the Commissioner of Public Works. He is ex-officio examiner of subdivisions and of any map, plat or subdivision of any block, lot, sub-lot or part thereof, or of any piece or parcel of land, situated within the City of Chicago, presented or submitted to him for approval, and if he approves the same, he so certifies. He has special charge of all matters pertaining to the keeping of the records of maps and plats recorded in the city; of all matters pertaining to streets and numbers; and he makes all maps and plats which are required by any department of the city government. He makes copies of all instruments filed for record in the office of the Recorder of Deeds in Cook County, purporting to vacate any public street, alley, park or public ground in the city, and furnishes a copy of the same, together with a plat showing the location of such purported vacation, to each of the Aldermen of the ward in which said property is located.

Bureau of Architecture.

City Architect—Charles W. Kallal.

The Bureau of Architecture, Department of Public Works, is under the direction of the City Architect, who is certified to the position by the Civil Service Commission. As the law requires that the Commissioner of Public Works take special charge of the construction and repair of all buildings the property of the City of Chicago, the function of the bureau is the preparation of plans and specifications on which contracts are based for said construction, repair and alteration of all buildings other than schools and the City Hall; supervises the work of construction, etc. Architectural services are rendered to the Police, Fire and Health Departments, the Bureaus of Engineering and Streets and the House of Correction. The City Architect also acts in an advisory capacity to the Finance Committee of the City Council and the City Comptroller in the question of leasing quarters or the acquisition of property for the use of all departments of the city and the supervision of the maintenance and equipment of the City Hall building.

Bureau of Compensation.

Chief Clerk—HENRY V. McGURREN.

The Bureau of Compensation is under the direction and control of the Commissioner of Public Works. It receives and has charge of all applications for permits to use streets, alleys or public grounds, or any underground space, and attends to all matters connected with their issuance.

Harbor Master.

Harbor Master—THOMAS MOYNIHAN.

The control of the Harbor Master, who is appointed by the Mayor, with the advice and consent of the City Council, is over the Chicago river and its branches to their respective sources, the Ogden canal, all slips adjacent to and connecting with the Chicago river, the Calumet river, and all slips connecting therewith, the drainage canal, all piers and basins, and the waters of Lake Michigan, including all breakwaters, piers and permanent structures therein for the distance of three miles from the shore between the north and south lines of the city extended. But the control of the Harbor Master is under the supervision and direction of the Commissioner of Public Works. He wears such uniform as the Police Department has adopted or may adopt as the uniform of a lieutenant of police; and such assistants as he may by authority appoint, wear like uniforms with patrol sergeants of police. The Harbor Master executes a bond to the city of $5,000. He is required to keep an accurate account of all damage done, and the cause thereof, to any public property in the harbor, and of all claims by vessel owners against the city. Of these particulars he makes a detailed report to the Commissioner of Public Works.

Vessel Dispatcher.

Vessel Dispatcher—O. J. McMAHON.

The Mayor appoints by and with the consent of the City Council one person to be vessel dispatcher for the port of Chicago. This officer executes a bond to the city in the sum of $5,000. His uniform is that of a lieutenant of police. He performs such duties as may be prescribed for him by the Commissioner of Public Works and the ordinances of the city. In especial, he keeps an accurate account and record of the movements of all vessels navigating the harbor and issues, if necessary, instructions regarding the movements of such vessels.

Department of Law.

Corporation Counsel—WILLIAM H. SEXTON.

First Assistant Corporation Counsel—MACLAY HOYNE.

Assistants—Bryan Y. Craig, Lee D. Mathias, John W. Beckwith, William Dillon, Nicholas Michels, Charles M. Haft, Edward T. Wade, Patrick W. Sullivan, Bernard J. Mahony, James G. Skinner, Henry A. Berger, Leon Hornstein, S. Crawford Ross, A. L. Gettys, John F. Power, J. J. Viterna, Max M. Korshak, George L. Reker, Frank T. Huening, S. A. T. Watkins, Otto C. Bruhlman, Harry J. Ganey, J. F. Grossman, James J. St. Lawrence, Dwight MacKay, Howard F. Bishop and Loring R. Hoover.

Assistant Corporation Counsel and Attorney of Board of Local Improvements—Philip J. McKenna.

Assistant Corporation Counsels and Assistant Attorneys of Board of Local Improvements—Frank Johnston, Jr., George P. Foster, D. J. Normyle and Eugene E. Dupee.

Assistant Corporation Counsel and Attorney of Fire Department—Michael F. Sullivan.

Chief Clerk and Secretary—A. J. Callaghan.

The Law Department is an executive department of the municipal government of Chicago. It embraces the Corporation Counsel and such number of assistants and clerks as the City Council may by ordinance provide. One of such assistants is known as the City Attorney and another as the Prosecuting Attorney. The Corporation Counsel is appointed by the Mayor, by and with the advice and consent of the City Council, and he is the head of the department. Before entering upon the duties of his office the Corporation Counsel executes a bond to the city in the sum of $5,000, with such sureties as the City Council shall approve, conditioned for the faithful performance of his official duties. He has the power of appointing and removing all or any of his assistants. He superintends and with the assistance of the City Attorney and Prosecuting Attorney conducts all the law business of the city. He employes an attorney at law, whose office is at the headquarters of the Fire Department, and who is known as the Fire Department Attorney; such attorney is subject to the instructions of the Corporation Counsel and of the Fire Marshal, and he performs such duties as may be imposed upon him by either of them. The Corporation Counsel keeps in proper books to be provided for the purpose a register of all actions in court prosecuted or defended by his office, and all proceedings had therein; and such books are at all times open to

the inspection of the Mayor, Comptroller and any members or committee of the City Council. He draws any deeds, leases, contracts or other papers required by the business of the city, when requested to do so by the Mayor, the City Council, or the head of any department. He drafts such ordinances as may be required of him by the City Council, or by any committee thereof. He furnishes, when required to do so, written opinions upon subjects submitted to him by the Mayor, the City Council or by the head of any department. And he reports in writing, on or before the first day of March in each year, to the City Council, the transactions of his office during the preceding year, together with such other information as he may deem necessary or proper. Also he prepares and submits to the Comptroller on or before the first day of November in each year an estimate of the whole cost asd expense of providing for maintaining his office during the ensuing fiscal year, and this is laid by the Comptroller before the City Council with his annual estimates. All deeds, leases, contracts, books and papers are required to be given over by any retiring Corporation Counsel to his successor on assuming the office.

City Attorney's Office.

City Attorney—N. L. PIOTROWSKI.

Chief Assistant City Attorney—Morton A. Mergentheim.

Trial Attorneys—George F. Mulligan, Samuel C. Herren, Edward C. Fitch, Myer Emrich, George McMahon, Matthew J. O'Brien.

Appellate Court Attorney—David R. Levy.

Assistant Trial Attorneys—Richard W. Donovan, James R. Considine, Edward A. Prindiville, W. W. O'Brien, Matthew E. Clark, Justin F. McCarthy, Michael C. Zacharias, John B. Brenza.

Chief Investigator—George Seif.

Supervisor of Investigations—Frank C. Sebring.

Chief Law Clerk—Claude Dyckman.

Chief Docket Clerk—Joseph M. Coffey.

The City Attorney is appointed by the Corporation Counsel, and he assists that officer in conducting the law business of the city and has especial charge of all actions in tort against the city arising out of damages or injury caused by defective streets or sidewalks. He keeps in proper books provided for the purpose a register of all actions in court prosecuted or defended by his office, to which the city may be a party, and keeps an accurate

record of all proceedings had therein. Such books are open at all times to the inspection of the Mayor, Comptroller, Corporation Counsel, or any member or Committee of the City Council. On or before the first day of March in each year, he reports in writing to the Corporation Counsel the transactions of his office during the preceding year, together with a statement of all actions pending in court prosecuted or defended by his office, to which the city is a party; and such report contains the names of all defendants and complainants, the nature of the action of the date of commencement thereof, and the status of such suit, accompanying his report with such information as he may see fit to append. As to any cases that have been disposed of during his term of office, and since his last preceding report, he states the manner of the disposition of each of such cases.

Prosecuting Attorney's Office.

Prosecuting Attorney—JAMES S. McINERNEY.

Chief Assistant—Edwin J. Raber.

Second Assistants—J. Henry Kraft, LeRoy Hackett, George Emmicke.

Assistants—Albert J. W. Appell, Morris Barnett, J. Edward Clancy, Henry Eckhart, Abel B. Kreskey, Otto Kerner, Ernest Langtry, Ota P. Lightfoot, Bernard G. Matz, John L. McInerney, William Navigato, John Prystalski, Walter A. Rooney, Frank C. Souhrada, W. S. Schwartz, W. J. Vavra.

Chief Clerk—Edward V. Peterson.

Law Clerk—Adolph Mai.

Stenographer—Catherine McPadden.

The Prosecuting Attorney is appointed by the Corporation Counsel. He is charged with the prosecution of all actions for violation of the ordinances of the city, and he institutes an action in every case where there has been a violation of any city ordinance, when instructed so to do by the Corporation Counsel or the chief officer of any department, or upon complaint of any other person, when in the judgment of the Corporation Counsel the public interest requires that a prosecution shall be had. He may, with the consent of the Corporation Counsel, discontinue any action brought for the violation of any city ordinance on such terms as may to him seem equitable. On or before the first day of March in each year he reports to the Corporation Counsel the transactions of his office during the preceding year and submits with such report such other information as he may deem necessary or proper.

City Civil Service Commission.

Members of the Commission—HARMON M. CAMPBELL, President; ELTON LOWER, JOHN J. FLYNN.

Secretary and Chief Examiner—R. A. Widdowson.
Attorney—Herbert J. Friedman.
Examiner in Charge of Efficiency Division—James Miles.
Engineer Efficiency Examiner in Charge—J. L. Jacobs.
Examiner in Charge Records Division—Miss F. B. Ross-Lewin.
Examiner in Charge Labor Division—Mrs. E. F. McCall.

The provision of law governing the appointment of Chicago Civil Service Commissioners is contained in an act of the State Legislature to regulate the civil service of cities, approved and in force March 20, 1895. It is the following: "The Mayor of each city in this State which shall adopt this act shall, not less than forty nor more than ninety days after the taking effect of this act in such city, appoint three persons, who shall constitute and be known as the Civil Service Commissioners of such city, one for three years, one for two years and one for one year from the time of appointment, and until their respective successors are appointed and qualified. Two commissioners shall constitute a quorum. All appointments to such commission, both original and to fill vacancies, shall be so made that not more than two members shall, at the time of appointment, be members of the same political party. Said commissioners shall hold no other lucrative office or employment under the United States, the State of Illinois, or any municipal corporation or political division thereof. Each commissioner, before entering upon the duties of his office, shall take the oth prescribed by the constitution of this State."

Under another provision of this act, there was submitted to a vote of the electors of the City of Chicago at the general election held March 20, 1895, the proposition whether this city and its electors should adopt and become entitled to the benefits of the new law. A large majority of the votes at the election were cast for the proposition, and the Mayor at the time, George B. Swift, made proclamation of the adoption of the act and announced his appointment of three Civil Service Commissioners of Chicago. They were John M. Clark, for the term of three years; Robert A. Waller, for the period of two years, and Christopher Hotz, for a term of one year.

The commissioners, as authorized by the law to do, proceeded to classify all offices and places of employment in the city government, with reference to the examinations thereafter to be made,

except officers who are elected by the people, or who are elected by the City Council, pursuant to the city charter, or whose appointment is subject to confirmation by the City Council, judges and clerks of election, members of any Board of Education, the superintendent and teachers of schools, heads of any principal department of the city, memebrs of the law department and one private secretary to the Mayor; all of whom are not included in the classified service. The first commission adopted rules, which from time to time have been amended or added to, for carrying into effect the purposes of the law. The rules were, as the law required, made public by publication in the official newspaper and by means of a pamphlet which contained them, and was freely distributed. The rules existing and in force in any one year are printed annually and are distributed without charge to all citizens who are interested in the administration and procedure of civil service. All applicants for places in the classified service are subjected to public and competitive examination, which is free to all citizens of the United States. The examinations must be practical in their character and relate to matters which fairly test the relative capacity of the persons examined to discharge the duties of the positions, and in some cases include tests of physical qualifications and health and, when appropriate, manual skill. No questions in any examination relate to political or religious opinions or affiliations. In all cases the commission has control of the examinations, specifying limitations only as to residence, age, health, habits and moral character of the applicant. After such public, competitive and free examination, the papers are marked and graded and the names of all who have passed over and above 70 are placed on the eligible register, such persons taking rank upon the register as candidates for appointment in the order of their relative excellence as determined by the examination. Preferred persons for appointment to the classified service are those who were engaged in the military or naval service of the United States during the years 1861, 1862, 1863 or 1864, and who were honorably discharged therefrom; but only on condition that they are found to possess the business capacity necessary for the proper discharge of the duties to which they are assigned. Vacancies in the high grades are filled by competitive promotion examination, the manner of promotion examination, the rules governing the same, and the method of certifying are the same as provided for original appointment. The commission decides as to the cases where a promotion examination is practical or possible, and as to the members in the next lower grade who are eligible to take such examination. Whenever a vacancy in the classified service exists in any department, the head of the

department notifies the commission of the fact and the commission certifies to such appointing officer the name and address of the candidate standing highest upon an original register for the kind and grade to which the position belongs. In the case of an eligible register resulting from a promotion examination, the commission certifies the names and addresses of the three candidates standing highest upon such register. The persons certified or tendered reinstatement must report to the head of department or appointing officer within five days from the date of certification. In case of original appointment, the persons are on probation for a period of six months, at the expiration of which period, if he or she is found competent, the appointment becomes complete.

The commission ascertains also the duties imposed by law and practice upon particular groups of employes and keeps records of the standard of efficiency of such employes. These records of efficiency are used either as a basis for promotion, or for lay off, where the final efficiency average falls below 70, as a basis for discharge. The efficiency division investigates the methods employed in the different departments.

Department of Health.

Commissioner—DR. GEORGE B. YOUNG.

Assistant Commissioner—Gottfried Koehler, M. D.
Secretary—E. R. Pritchard.
Assistant Secretary—S. F. Manning.
Chief of Bureau of Vital Statistics—M. O. Heckard, M. D.
Assistant Chief of Bureau of Vital Statistics—C. St. Clair Drake, M. D.
Chief of Bureau of Medical Inspection—Heman Spalding, M. D.
Assistant Chief of Bureau of Medical Inspection—I. D. Rawlings, M. D.
Assistant Chief of Bureau of Medical Inspection—Hyman Cohen, M. D.
Assistant Chief of Bureau of Sanitation—Thomas J. Claffy.
Assistant Chief of Bureau of Food Inspection—B. E. Sherman, M. D. V.
Director of Municipal Laboratory—F. O. Tonney, M. D.

The Department of Health is a department of the city government established under an ordinance of the city. It embraces the Commissioner of Health, and such other assistants and employes as the City Council may by ordinance provide. At the same

time, by the same ordinance, there was created the office of Commissioner of Health, the holder of which is appointed by the Mayor, by and with the advice and consent of the City Council. He must be a physician duly licensed to practice medicine. He has the management and control of all matters and things pertaining to the department. Conditioned for the faithful performance of his public duties, he executes a bond to the city in the sum of $5,000, with such securities as the City Council shall approve. He has and exercises a general supervision over the sanitary condition of the city and all orders and directions emanating from the department are issued in his name. He appoints, according to law, an Assistant Commissioner of Health, a Secretary, a Register of Vital Statistics, a Director of Laboratories, a Chief Food Inspector, medical, sanitary, meat, milk and ice inspectors, disinfectors and hospital attendants, and such other employes as may be necessary; and he may remove, according to law, any of such officers or employes. The commissioner is required to enforce all the laws of the state and ordinances of the city and all rules and regulations of the Department of Health in relation to the sanitary condition of the city. For the purpose of carrying out such requirements, he has authority at all times to enter into any house, store, stable or other building, and to take any measures that may be necessary to make a thorough examination of cellars, vaults, sinks, drains and other places and things, and cause them all to be cleaned and kept in good condition. In the necessary books for the purpose he keeps a record of all transactions of the department, including the registration of deaths; and he keeps on hand the necessary blanks to be used by physicians and midwives and to furnish the same on application. He gives to the Mayor and other city officials such professional advice and information as they may require, with a view to the preservation of the public health; and whenever he hears of the existence of any contagious or epidemic disease, it becomes his duty to investigate and adopt measures to arrest its progress. He has power to make rules and regulations in relation to the sanitary condition of the city and for the prevention and suppression of disease, but such rules and regulations do not become effective until they have been approved by the City Council, except in cases of emergency. There is a penalty provided of not less than ten dollars nor more than two hundred dollars for each offense of any person violating, disobeying or refusing to comply with any rule, order or sanitary regulation of the Department of Health. The Commissioner of Health, the Assistant Commissioner, the Secretary of the Health

Department, and all physicians, employes or inspectors who may be designated by the Commissioner of Health, have full police powers and the right to arrest or cause to be arrested any person who violates any of the provisions of the ordinance or rule of the dpartment. Bureaus and subdivisions are established within the department for the better facilitation of the department's work, and for all such, special rules and regulations exist.

Department of Smoke.

Chief Smoke Inspector—OSBORN MONNETT.
Chief Assistant Inspector—(Vacant).

Under the terms of an ordinance providing for smoke inspection and its abatement in the City of Chicago, passed by the City Council on July 8, 1908, a Smoke Inspector is appointed by the Mayor, such appointee to be qualified by technical training and experience in the theory and practice of the construction and operation of steam boilers and furnaces and also in the theory and practice of smoke abatement and prevention. A chief assistant smoke inspector, appointed under civil service, is bonded in the sum of $5,000.00, conditioned upon the faithful performance of his duties, and his required qualifications are similar to those of the Smoke Inspector. The Smoke Department is employed in the detection and prosecution of violators of the provisions of the ordinance, and in the supervision of the construction or reconstruction of plants where heat or power or both of them are generated. In the supervision of construction the officials are required to approve only such proposed installations as provide adequate means for the prevention of smoke. Dense smoke coming from the chimney of any building or premises owned privately or by the city, or from the chimney connected with any boat or locomotive, is forbidden by the ordinance.

The ordinance creating the Department of Smoke Inspection authorized the Mayor to appoint a Smoke Abatement Commission to be composed of eight members, who should act as advisors to the Smoke Inspector in the conduct of the department. This commission is composed as follows

Thomas E. Donnelly, chairman; Adolphus C. Bartlett, Edward A. Butler, John V. Farwell, William V. Kelly, Bryan Lathrop and John G. Shedd.

This commission was authorized by the ordinance to appoint an advisory board of three mechanical engineers, who should act

as advisors on engineering questions to the Smoke Abatement Commission, to the Smoke Inspector and to the members of the department. The Board is composed as follows:

Consulting Engineer, George M. Brill; Mechanical Engineer, Joseph J. Merrill; Mining Engineer, S. G. Hobert.

Board of Examiners of Plumbers.

Chairman (Ex-Officio)—DR. GEORGE B. YOUNG, Commissioner of Health.

Master Plumber Member—Charles J. Herbert.
Journeyman Plumber Member—William W. Petrie.
Secretary—Vernon L. Bean.

The Board of Examiners of Plumbers is appointed by the Mayor. The Master and Journeyman members execute a bond to the City in the sum of $5,000.00 for the faithful performance of their duties. The Secretary of the Board of Examiners, appointed by the Mayor under civil service, acts as Secretary. The Board examines applicants for certificates as plumbers and when satisfied as to their competency issues the same upon payment of the fee required by law. The fee of a Master Plumber is Fifty ($50.00) Dollars for the original certificate and Ten ($10.00) Dollars annually for renewals. The fee of a Journeyman Plumber is One ($1.00) Dollar for the original certificate and One ($1.00) Dollar annually for renewals. The Board investigates all complaints against persons operating as plumbers without a license and prosecutes such violations.

Bureau of Food Inspection.

Acting Bureau Chief—DR. GEORGE B. YOUNG.

Assistant Bureau Chief—Dr. B. E. Sherman.

The division of milk and food inspection is a part of the Department of Health. Its officers are appointed by the Commissioner of Health; they are a superintendent, a bacteriologist and a chemist, who must be persons skilled in the sciences of analytical chemistry and bacteriology, and before entering on their duties they each execute a bond to the city in the sum of $5,000.00. The superintendent and bacteriologist have charge of the milk and food division of the Department of Health, and these officers, together with the chemist, make examinations of meat,

water, foods, drugs, fish and fowl, and such medical diagnosis and other examinations as may be directed by the Commissioner of Health. Licenses for vending any of the articles named are issued by the Commissioner, and the inspectors see to it that no company or person carries on his business without a license. They are charged with detection of impure, diluted or adulterated cream or milk or food, and with the condemnation of the same.

Bureau of Sanitary Inspection.

Chief Sanitary Inspector—CHARLES B. BALL.

As a division of the Department of Health, the Bureau of Sanitary Inspection has supervision of the installation of sanitary appliances in new buildings; it inspects upon complaint all buildings, workshops and premises whatsoever; passes upon nuisances and serves notices; compels the abatement of nuisances; brings law suits where necessary; examines and condemns defective plumbing; causes proper ventilation to be applied to living rooms, and other places than those of habitation; orders filthy yards, cellars and unoccupied grounds cleaned; and, generally, inspects all dwellings, workshops, factories and neglected areas and alleys, and pronounces judgment upon the same when they are found to be defective as to airiness or cleanlisess. The bureau exacts and collects legal fees for inspections, which fees are turned over to the City Collector. Approving certificates are issued for workshops, restaurants and bakeries. It has control of night-soil scavengers and their operations. The Sanitary Inspector has police power and he, or his assistants and employes, may enter any suspected building or upon any grounds at his discretion, and make and enforce such orders regarding either or all of them, as he or they may deem necessary and proper.

Board of Local Improvements.

Members of the Board—GEORGE A. SCHILLING, President; Clayton F. Smith, Vice President; Fred Burkhard, Assistant Secretary; Frank Z. Rydzewski and Frank Sima.

Secretary Board of Local Improvements and Superintendent of Special Assessments—Edward J. Glackin.

The Board of Local Improvements of the City of Chicago is governed in its work by the Local Improvement Act approved

June 14, 1897, and in force July 1, 1997, with amendments thereto.

The Board is made up of five members, who are appointed by the Mayor. The appointments are confirmed by the Council, who make provision for their salaries, as well as for the operating expenses of the department. The Board elects from its members a President, Vice President and Assistant Secretary, and the President appoints committees in the Board who have special charge of the various branches of local improvements, such as condemnation, paving, sewer, house drains, water mains, water service pipes and sidewalks.

The Superintendent of Special Assessments is ex-officio Secretary of the Board.

The function of the Board is to make local improvements by special assessment, special taxation, general taxation or otherwise, as shall be prescribed by ordinance, the various steps to be taken being defined in the Local Improvement Act. Improvements may be originated on motion of a member of the Board, on petition or request of property owners, or on order from the City Council. The Board alone has the power to prepare and submit an ordinance to the Council for a local improvement. In connection with the work of the Board, and in addition to the holding of meetings, committee work, keeping of records, etc., there is, incident to the making of a local improvements, the engineering work; preparation of estimates of cost, reports, etc.; the searching of records for legal description of property and names and addresses of the owners or representatives; holding of public hearings; preparation of ordinances; the spreading of assessments; preparation and filing of assessment rolls; preparation, publication and mailing of notices; preparation of contracts, specifications, etc.; advertising for bids, awarding contracts, etc.; the supervision and inspection of local improvements under way, issuing of vouchers, bonds, retainer certificates, etc.; filing of affidavits, certificates and other papers; the keeping of a separate account for each special assessment warrant, including record of rebates, refunds, public benefits, etc., necessitating the employment of a large staff of employes; and also the work of the Attorney of the Board of Local Improvements in the confirmation of assessments, trial of cases and all other legal matters.

Examiners of Stationary Engineers.

Examiners—HENRY A. ZENDER, ADOLPH W. JENCZEWSKY AND W. F. MELICAN.

The Board of Examiners of Stationary Engineers is appointed by the Mayor. It consists of three members, all of them practical engineers and competent judges of the construction of steam boilers and engines and experienced in their operation. The Board examines applicants for licenses as engineers and boiler or water tenders and issues to such applicants as are found qualified proper certificates; each certificate issued expires by limitation one year from date. An application for an engineer's license must be accompanied by a fee of $2.00 and for a boiler tender or water tender's license by a fee of $1.00. Applicants are required to pass by a percentage of 70 or more.

A new feature of the examination is the use of a common slide valve engine with one double and one single acting pump. Applicants are required to show their practical knowledge by setting valves, etc.

The engineers continue under the jurisdiction of the Board after passing the examination under the provisions of the ordinance and three Field Inspectors are employed to travel throughout the City daily inspecting engines and boilers under the direction of the Board. Recently the inspectors have been directed to ascertain the size and horse power of the boiler and engine in each plant inspected by them and to note the same in their report. This information is regarded of value to the Board in determining the ability required by engineers to operate the plant.

Office of City Physician.

City Physician—DR. GEORGE J. SPENCER.

The City Physician is appointed by the Mayor. He is a member ex-officio of the Department of Health, but exercises no power and performs no duty as such member, other than to advise and consult with the Commissioner when he is requested to do so. He, when directed to do so by the Superintendent of Police, or any police officer in charge, examines and makes provision for the care of all persons found to be sick or injured or insane at any police station; and when directed so to do, by the Corporation Counsel, City Attorney, Superintendent of Police or a police officer having charge of any police station, he investigates and

examines all cases of physical injury or illness claimed to result from defective streets, alleys, sidewalks and bridges, or from any cause which might render the city liable for damages, and reports the result of his visit and investigation. He examines employes of the city and reports the physical conditions found. He makes monthly visits to the House of Correction, the Juvenile Detention Home, the City Infants' Hospital, the House of the Good Shepherd and the Erring Women's Refuge, and submits a report of the medical service of these institutions to the City Comptroller at the end of each month.

Department of Buildings.

Commissioner—HENRY ERICSSON.

Deputy Commissioner—Robert Knight.
Secretary—P. C. Hoey.
Assistant Secretary—H. D. Stone.
Inspector in Charge—E. F. Kellogg.
Plan Examiner—E. H. Nordlie.
Architectural Engineer—R. M. Gerety.
Elevator Inspector—Frank Gaynor.

The Department of Buildings is executive in character and operation, and the Building Commissioner is the head of the department. He is appointed by the Mayor, by and with the advice and consent of the City Council, but he must be an experienced architect, or a civil, structural or architectural engineer, or a building contractor or an efficient building mechanic, and have been engaged in some one of these trades or occupations for a period of not less than ten years prior to his appointment; and during his term of office as commissioner he shall not be engaged in any other business. Before entering upon the duties of his office he executes an approved bond to the city in the sum of $25,000. He has the management and control of all matters and things pertaining to the Department of Buildings, and he appoints, and may remove, according to law, all subordinate officers and assistants in his department. It is the duty of the Commissioner and his assistants to enforce all ordinances relating to the erection, construction, alteration, repair, removal or the safety of buildings. The Commissioner inspects or causes to be inspected, all public school buildings, public halls, churches, theaters, buildings used either for manufacturing or commercial purposes, hotels, apartment houses, and other buildings or structures occupied or frequented by large numbers of people, for the

purpose of determining the safety of such buildings, or any parts, appliances or equipment thereof; the sufficiency of their doors, passageways, aisles, stairways, corridors, exits or fire escapes, and generally their facilities for egress in case of fire or other accidents, and he is required to make return of all violations of the provisions of ordinances or laws; and whenever he finds any building or structure, or any part thereof, in the City in such unsafe condition as to endanger life, it is his duty to notify the owner, agent or occupant of such building to put it in a safe condition; and if such owner, agent, or occupant, neglects or refuses to place such building in safe condition within the time specified in the notification, it becomes unlawful for any person, firm or corporation to occupy the same. Other sections of the ordinance relate to the details of administration of the department, thus making plain the duty of the Commissioner and his assistants, as also the duties of owners, agents, or occupants of buildings in the city.

Board of Supervising Engineers, Chicago Traction

Chairman and Chief Engineer—BION J. ARNOLD.

George Weston—Representing the City.
Harvey B. Fleming—Representing Chicago City Railway Co.
John Z. Murphy—Represesting Chicago Railways Co.
A. L. Drum—Representing Calumet & South Chicago Railway Co.
George Weston—Assistant Chief Engineer.
F. K. Park—Secretary.
L. H. Davidson—Assistant Secretary.

The Board of Supervising Engineers was organized under the ordinance of the City Council, passed Feb. 11, 1907, relating to the Chicago City Railway Company and the Chicago Railways Company, immediately upon the acceptance of said ordinance by those companies. By requirement of the ordinance, there was appointed by the officials of each company an engineer to represent them on the board, the names and addresses of the engineer so appointed to be reported in writing to the Mayor; and the city was required to appoint, within thirty days thereafter an engineer as its representative on the board—this engineer to be appointed by the Mayor, subject to the approval of the City Council, and the company to be notified in writing of his name and address. It was by the ordinance provided that "the said city or company may respectively, at any time, and from time to time, remove

its representative on said board, and may also respectively from time to time, appoint an engineer to represent it upon said board, whenever and as often as it shall fail to have a representative upon said board from any cause whatever. No such removal or appointment shall take effect until written notice thereof has been given to the other party making such removal or appointment." Bion J. Arnold was named in the ordinance as the third member of the board and he was designated as chief engineer. Next the ordinance stipulates that "the city and the company may, at any time and from time to time, remove the third engineer from said board, and may also select and appoint a third engineer to be a member of said board, whenever and as often as a vacancy in said board shall occur from the death, resignation, removal, refusal or inability to act of the third engineer upon said board." A majority of the board is authorized at all times to exercise the powers conferred by the ordinance.

Similar action to the foregoing was taken with reference to the Calumet and South Chicago Railway Co. This company received its charter March 30, 1908, and named its representatives on the Board of Examining Engineers.

Department of Police

General Superintendent of Police—JOHN McWEENY.

Secretary to Superintendent of Police—William L. Luthardt.

Assistant General Superintendent of Police—Herman F. Schuettler.

Secretary of Department—Simon Mayer.

Chief Clerk—Philip McKenna.

City Custodian—De Witt C. Cregier.

By ordinance establishing the Department of Police as an executive department of the City of Chicago, there was created the offices of General Superintendent of Police, Assistant General Superintendent of Police, and of such number of inspectors, captains, lieutenants, sergeants and patrolmen as may be, from time to time, provided for in the annual appropriation ordinance. The incumbents of these offices are known and designated as policemen. The General Superintendent of Police is appointed by the Mayor, by and with the advice and consent of the City Council. The other offices are filled by appointment under civil service. The bond required of the General Superintendent is in the sum of $25,000, with such sureties as the City Council shall approve. He has power to award and execute

contracts for such materials and supplies as are necessary in the administration of the affairs of his department, in cases where the cost of such materials shall not exceed the sum of $500, all contracts to be let to the lowest responsible bidder. He has power to remove from the Police Department any member thereof in the manner provided by law. He is required to devote his whole time to the municipal affairs of the city, to preserve the peace, order, safety and cleanliness thereof, and to execute all ordinances and orders of the City Council and of the Mayor; and, besides, he is charged with the duty of protecting the rights of persons and property, of providing a proper police force at every fire, protecting strangers and travelers at steamboat landings and railway stations; and with causing to be enforced all ordinances of the City. He from time to time divides the city into police divisions, districts and precincts, and assigns inspectors, captains and lieutenants, respectively, to such divisions, districts and precincts, and he may establish a station or sub-station in any precinct for the accommodation of the police force on duty there. All rules and regulations of the department are promulgated through him. Special patrolmen are provided for: "The General Superintendent may in time of peril, danger, riot or pestilence, or apprehension thereof, or with the written consent of the Mayor, during any public election or celebration, appoint for a specified time as many special patrolmen from among the citizens of Chicago as he may deem necessary, and during the term of service such patrolmen shall possess all the powers and privileges and perform all the duties of patrolmen of the standing police force of the city."

Department of Fire

Fire Marshal—CHARLES R. SEYFERLICH.

First Assistant Fire Marshal—Thomas O'Connor.
Second Assistant Fire Marshal—Patrick J. Donahoe.
Third Assistant Fire Marshal—Edward J. Buckley.
Fourth Assistant Fire Marshal and Department Inspector—John C. McDonnell.
Fifth Assistant Fire Marshal—Arthur R. Seyferlich.
Department Attorney—Michael Sullivan.
Secretary—William C. Gamble.
Assistant Secretary—John P. Murphy.

The Fire Department, established as an executive department of the municipal government of the City, includes one fire marshal, one assistant fire marshal, a secretary of the fire department,

one veterinary surgeon, and such number of assistant fire marshals, captains, lieutenants, engineers, pipemen, drivers, truckmen, telegraph operators, assistants, clerks and employes as the City Council may by ordinance provide. The Fire Marshal is the head of the Fire Department, and has management and control of all matters and things pertaining thereto. He is not required to perform active fire duty except when in his opinion his presence at fires is necessary. He is appointed by the Mayor by and with the advice and consent of the City Council, and before entering upon the duties of his office he executes a bond to the city in the sum of $25,000, with such sureties as the City Council shall approve. And he requires good and sufficient bonds to be given by all his assistants, clerks and employes in his office who shall have the care or custody of any property belonging to the City. Such bonds run to the City, they having first been approved by the Fire Marshal. He appoints all his assistants and clerks, and may remove them, according to law. He has sole and absolute control and command over all persons connected with the Fire Department of the City and possesses full power and authority over its organization, government and discipline, and he prescribes from time to time such rules and regulations as he may deem advisable. He has power to award and execute contracts for such materials and supplies as may be necessary in the administration of the affairs of the department, in case where the cost of such materials does not exceed the sum of $500—all contracts to be let to the lowest responsible bidder. He is required to inquire into, and cause to be investigated by the Fire Department Attorney, the cause of all fires which may occur in the City, as soon as may be after they occur, and cause to be kept a record of such investigation and the evidence in each case. There are numerous other provisions of the ordinance that created the Fire Department; one of these provides for a "merit roll," and another for the issuing to newspaper reporters badges which shall be in form and appearance the same as those worn by the members of the Fire Department.

Department of Electricity.

City Electrician—WILLIAM CARROLL.

Superintendent of Construction—Harry Leser.

Chief Operator Fire Alarm Telegraph—Frank W. Swenie.

Chief of Electrical Repair Shop—Jacob F. Mehren.

Chief Arc Lamp Trimmer—Michael J. Malloy.

Chief Electrical Inspector—Victor H. Tousley.
Gas Inspector—William D. Wilcox.
Chief Clerk—John B. Porter.

The City Electrician is appointed by the Mayor, by and with the consent of the City Council. He has the management of the fire alarm telegraph and police telephone systems, of the municipal street lighting (electric, gas and gasoline), of the inspection of all electric wiring within the city, both inside the buildings and above, beneath and upon the surface of the streets, and of all electrical matters in which the city is interested, and appoints in accordance with law, all subordinate officers and assistants in the department.

The ordinance provides for the control by the Fire Marshal of all fire alarm operators and the location of fire alarm boxes, the City Electrician being in charge of and responsible for the technical part of the work—the electrical, mechanical and operative—the Fire Marshal's control extending to that part of the operation which pertains to the proper and efficient transmission of the Fire Department's telegraphic and telephonic business.

In all matters pertaining to the operation of the electrical service of the Police Department, the City Electrician is required to consult with the Superintendent of Police.

All members of the department, except the City Electrician and the Gas Inspector, are under civil service.

The number of officers and employes in the department varies, but will average about 425. The financial report of the department shows for the year 1910 as follows:

Total amount expended	$1,239,784.74
Total amount of revenue earned	194,589.13
Net cost of department	$1,045,193.61

The City Electrician is (ex-officio) chairman of the Board of Examiners of Moving Picture Operators and (ex-officio) chairman of the Board of Public Motor Vehicle Registry.

Board of Examiners of Moving Picture Operators.

Chairman—WILLIAM CARROLL, City Electrician.
Examiner—William Havill.
Secretary—Vernon L. Bean.

The Board of Examiners of Moving Picture Operators examines all candidates for licenses as Moving Picture Operators in the City of Chicago. The City Electrician is Chairman by virtue of the departmental office which he holds and the Secretary of the Boards of Examiners acts as Secretary. The Examiner is appointed under civil service. Applicants are required to pass an examination which will show their intimacy with the standard moving picture devices, and upon passing to pay $10.00 annually as a license fee. Only duly licensed operators are entitled to operate moving picture machines in local theaters or halls. The income of the Board in 1908, in which year it was organized, was $1,000. In 1911 it was over $7,000 and for the four years the total income has been over $20,000.

Board of Public Motor Vehicle Registry.

Chairman—WILLIAM CARROLL, City Electrician.
Associate Members—Dr. George B. Young, Commissioner of Health; John Ericson, City Engineer.
Secretary—Vernon L. Bean.
Examiner—Harry L. Hudson.

This Board is created by ordinance. The Secretary of the Board of Examiners acts as Secretary and the Examiner is appointed under civil service. All persons who operate motor vehicles used for the transportation of passengers or merchandise, or for any other purpose of hire and reward, are required to take a city examination and to pay a license fee of $3.00 for the first year and $2.00 annually for renewals. The examination is outlined by the ordinance and is thorough in its provisions. Applicants must be indorsed by at least two responsible citizens as men of good habits, honest, sober and industrious. They are examined by a physician appointed by the Commissioner of Health as to their hearing, eye sight and general health and upon passing this test are admitted to the written examination. In the written examination they must demonstrate their knowledge of the uses and functions of the various parts of automobiles and display familiarity with the law governing the operation of automobiles and display familiarity with the law governing the oper-

ation of automobiles in the City of Chicago. Applicants who pass the written examination with a percentage of 70 or higher are then given a test by the Examiner in handling a machine in the downtown district and if found competent to drive the vehicle through the crowded streets with due regard to public safety and the police signals, at the same time demonstrating control of the motor, they are licensed as public chauffeurs upon filing a bond in the sum of $200.00 with the City Clerk. For the twelve months ending Nov. 30, 1911, the Board brought the City a revenue of over $6,500.

Department of Track Elevaton.

Commissioner—FRANCIS J. OWENS.
Engineer—George F. Samuel.
Secretary—Miss Fannie Specter.

Though an organization, composed of citizens and aldermen, was formed in 1892, largely by the discretion of the then Mayor, Hempstead Washburn, for the purpose of beginning and prosecuting the work of track elevation, it was not until after twenty years of operation under that organization that the Department of Track Elevation was created by ordinance, May 8, 1911. At the regular meeting of the City Council on that date, Mayor Harrison submitted an ordinance that was prepared by the Corporation Counsel, creating a Department of Track Elevation, and providing for the appointment by the Mayor of a Commissioner of Track Elevation, and for the appointment by the Commissioner, according to law, of the necessary assistants, which ordinance the Mayor recommended for immediate passage, and accordingly the ordinance was passed by a unanimous vote of the Aldermen.

Thus was established an executive department of the municipal government of the city, which is known as the Department of Track Elevation and embraces the Commissioner of Track Elevation, the Engineer of Track Elevation and a Secretary, and provides for such other assistants and employes as the City Council may by ordinance designate. The Commissioner is appointed by the Mayor, by and with the advice and consent of the City Council. He has the management and control of all matters and things pertaining to the Department, but before entering upon the duties of his office he is required to execute a bond to the City of Chicago in the sum of $10,000, with such sureties as the City Council shall approve, conditioned for the faithful performance of the duties of his office. He appoints, according to law, all officers

and employes in the Department, and he may remove any officer or employes, according to law. It is by the ordinance made his duty to conduct negotiations with the various steam, elevated or street railway companies operating railway cars within the City of Chicago, for the purpose of eliminating grade crossings, and to prepare general plans outlining the nature of the work required to be done. He submits drafts of ordinances to the Committee on Track Elevation for the elimination of grade crossings, either by the elevation of railway tracks, or by any other practical method of separating the plane of railway tracks from that of the streets, alleys or public ways crossed by any such tracks. He examines and approves all plans for work to be done under track elevation ordinances passed by the City Council, and he supervises all work done thereunder. He makes, or causes to be made, photographic records and daily reports showing the progress of all such work, which are kept on file in his office. He is required before the first day of March in each year to prepare and present to the City Council a report showing the entire work of his department and the receipts and expenditures thereof during the previous fiscal year; and to prepare and submit to the City Comptroller, on or before the first day of November in every year, an estimate of the whole cost and expense of providing for and maintaining his department during the ensuing fiscal year, which report shall be in detail and shall be laid by the said Comptroller before the City Council with his annual estimate.

Department of Local Transportation

Transportation Expert—MICHAEL C. BUCKLEY.

Secretary—Nona A. Sheehan.

This officer is appointed by the Mayor, the Council concurring, and before entering upon the duties of his office he executes a bond to the City in the sum of $5,000. He appoints such assistants as the Council by ordinance provides. His duties are to receive complaints concerning the service furnished by companies engaged in the business of local transportation, or concerning the failure of such companies to comply with the terms of their grants or with the general ordinances of the city, applicable to them; to investigate and consider all such complaints and to take such action thereon as the facts may warrant; to investigate, without complaint of citizens, and to keep himself and the Committee on Local Transportation informed as to the kind, quality and sufficiency of the service furnished by the companies engaged in the

business of local transportation in the city; and also to make special investigations, and to procure special information, for the Council or the Committee on Local Transportation when ordered by them to do so.

Department of Weights and Measures

Chief Inspector—PETER ZIMMER.
Chief Deputy—William F. Cluett.

The Inspector of Weights and Measures is appointed by the Mayor. Before entering upon the duties of his office he executes a bond to the City in the sum of $5,000. He examines once a year all weights, measures, scale beams, patent balances, steelyards and other instruments used for weighing and measuring in the city, except track scales and scales of capacity for three tons or upward, which are inspected once in every six months. He stamps with a seal all weights and measures and scales used which he may find accurate and delivers to the owner a certificate of accuracy. He has a scale of fees ranging from $3.50 down to 5 cents. He turns in daily to the City Collector all fees he has received; and at the same time he makes a report in writing to the City Comptroller, showing in detail his transactions for the day.

The Oil Inspector

Inspector of Oils—JAMES A. QUINN.
Chief Deputy—John A. Zimmer.

The City Oil Inspector is appointed by the Mayor, under authority given by a state law enacted in 1874. His compensation is paid by the party or parties requiring his services at a rate fixed. He gives a bond in such sum as may be exacted by the City Council, with sureties approved by the Mayor. The statute enumerates the various oils to be inspected—coal oil, naphtha, gasoline, benzine and other mineral oils and fluids, the products of petroleum. It is a misdemeanor to offer any such oils for sale that are below the standard. Upon the application of any manufacturer, refiner or producer or dealer in any description of coal oil, or any other person, to test such articles, the Oil Inspector tests them by the approved methods and instruments. He appoints as many deputies as may be needed, and for them he is responsible. Heretofore the net proceeds from inspections have

been considered as belonging to the holder of the office, but now not so. By the recent amendment to the law by the State Legislature, the Inspector is paid out of the fees of the office a salary of not more than $5,000, and the remainder of the fees are turned into the City Treasury. These, it is estimated, will amount to $2,500 a month throughout the year. The appointment by the Mayor under the amended law of the Inspector is for one year and not as before, for the mayoralty term. The amount of the bond now required of the Inspector is $25,000.

Municipal Art Commission

Commissioners—RALPH CLARKSON, D. H. BURNHAM, LORADO TAFT.

Commissioners (ex-officio)—Carter H. Harrison, Mayor; Francis T. Simmons, President of the Lincoln Park Commission; William Kolacek, President of the Board of West Park Commissioners; John Barton Payne, President of the Board of South Park Commissioners, and Charles L. Hutchinson, President of the Chicago Art Institute.

By authority of a state law, approved April 24, 1889, the City, Council subsequently passed an ordinance creating a commission to be known as the Art Commission of the City of Chicago. The law makes this commission to consist of the Mayor of the City, the president or chief officer of the principal art institute or similar incorporated organization, the president of the boards of the several park commissions, and three other members, residents of the city, to be appointed by the Mayor, one of the three to be a painter, one a sculptor and one an architect. The commission serves without compensation as such, and it elects a president and secretary from its own members, whose term of office is for one year and until their successors are elected and qualified. The commission has power to adopt its own rules and regulations. Five members constitute a quorum. The ordinance gives the City Council authority to provide suitable offices for the commission and by an appropriation to pay the commission's expenses. The state law declares that no work of art shall become the property of any city having such a commission, by purchase, gift or otherwise, unless such work of art, or a design of the same, together with a statement of the proposed location of it, shall first have been submitted to and approved by the commission; and that no such work of art, until so approved, shall be erected or placed in or upon, or allowed to extend over or upon any street, avenue,

square, municipal building or other place belonging to such city, or any park, boulevard, or public ground situated within its limits. The term "work of art" as herein used is defined to include all paintings, mural decorations, stained glass, statues, has reliefs or other sculptures, ornaments, fountains, images or other structure of a permanent character intended for ornament or commemoration. When so requested by the Mayor or the Common Council, the commission shall act in the same capacity with similar powers in respect of designs of buildings, bridges, approaches, gates, fences, lamps or other structures erected or to be erected upon land belonging to the city or a part of any of the parks, public grounds or boulevards within the limits of the city, and in respect of lines, grades and platting of the public ways and grounds, and in respect of arches, bridges, structures and approaches which are the property of any corporation or private individual, and which shall extend over or upon any street, avenue, highway, boulevard, park or other public place belonging to or within the limits of the city. But there is reserved to any park board the right to refuse its consent to the erection or acceptance of public monuments or memorials, or other works of art, or structures of any sort, within any park, boulevard or other public ground under their control within the limits of the city. The commission passes also upon the removal or re-location of any work of art, but it must within forty-eight hours after notice, approve or disapprove in such cases, or if they fail so to do, they shall be deemed to have approved of such removal or re-location.

Bureau of Statistics and Municipal Library

City Statistician and Municipal Librarian—FRANCIS A. EASTMAN.

Assistant City Statistician and Municipal Librarian—Frederic Rex.

Recorder and Stenographer—Katherine M. Driscoll.

The ordinance of June, 1900, creating the Bureau of Statistics, provides for the appointment of a city statistician and an assistant city statistician, and such other employes as the City Council may provide for; and it defines the duties of the head of the bureau to be, "to collect, compile and publish, whenever directed to do so by the City Council or the City Comptroller, statistics and information relating to the City of Chicago, and statistics relating to the government and operations of other municipalities. He shall keep on file all reports printed or published by the city or any of its departments, relating to the government, manage-

ment or control of said city, or any of its departments, and shall perform such other duties as may from time to time be required of him by the City Comptroller." In 1905 this ordinance was amended so as to take the Bureau of Statistics away from the Finance Department and to place it with the executive department. It was further amended at that date by constituting the City Statistician the Librarian, also, of the Municipal Library. A large part of the work of the bureau consists of correspondence carried on with officials of other cities, in this country and other countries, and the making of researches in various directions for municipal examples and other data, at the request of any Alderman, citizen or correspondent.

Election Commission.

President—CHARLES H. KELLERMAN.

Commissioners—Charles H. Kellermann, Anthony Czarnecki, Howard S. Taylor.

Chief Clerk—William H. Stuart.

Assistant Chief Clerk—Warren Phinney.

Attorney—Charles Mitchell.

The three members of the Election Commission are appointed by the County Court, and become officers of that court when first appointed. They hold their offices for a term of three years. In case of a vacancy the County Court has the power by appointment to fill it. Two leading political parties of the state are required to be represented on the Commission and must be legal voters and householders residing in the city. No Commissioner can hold any other office. The board elects one of its members as chairman and one as secretary. The office of the Commission is kept open on every day of the week except Sunday and legal holidays. The Board provides ballot boxes, registry books, poll books, tally sheets, blanks and stationery of every description with printed headings and certificates necessary for the registry of voters and the conduct of elections. Election precincts are established by the Commissioners, the basis taken for each being the number of votes cast at the previous presidential election; each precinct to contain, as nearly as possible, 300 voters. It appoints all judges and clerks of election and has the management and control of the registration of voters.

House of Correction

Inspectors—MATTHIAS ALLER, Chairman; DR. M. A. WEISSKOPF, A. A. BURGER.

Superintendent—John L. Whitman.

The Inspectors of the House of Correction constitute a Board, the members of which are appointed by the Mayor. They serve without money compensation. Their duties are to visit that institution at frequent, though irregular, intervals, and ascertain its condition, and from time to time make such suggestions and orders as they may deem appropriate and timely, looking toward improvements.

The Superintendent of the House of Correction has the custody, rule, charge and keeping of that institution, and of all persons committed to it, under the supervision and direction of the Board of Inspectors. He receives into the House of Correction such persons as may be sentenced thereto by any court or magistrate of Cook County authorized by the laws of the state or by any ordinance of the city, or by any town or village of the county having a contract with the city for the care of its prisoners. He is required to put each of such persons as are able to labor to the work which they are respectively best able to do, not to exceed ten hours for each working day; each person so put to labor is credited with 50 cents a day, exclusive of his or her board. The John Worthy School is associated with the House of Correction.

THE CITY COUNCIL

Working on the Budget

On Dec. 22, at this present writing, the Finance Committee or the City Council are at work on the annual budget for 1912. Present at the committee table are John A. Richert, chairman; Bernard W. Snow, John S. Derpa, Dennis J. Egan, Anton J. Cermak, James H. Lawley, Albert W. Beilfuss, Lewis D. Sitts, William F. Lipps, Peter Reinberg, Frank J. Wilson, James A. Kearns, Charles E. Reading, William F. Ryan and George F. Harding. Sitting with the committee is Mayor Harrison.

At the same time, in New York city, its Board of Aldermen likewise were engaged on the work of shaping the annual budget of that city for 1912. The figures in which that body was working contrast markedly with those the Chicago City Council were employed upon.

The New York Board of Aldermen were asked by the Board of Estimate and Apportionment to appropriate for specified purposes the enormous amount of $189,210,950.33. Of that amount, it was estimated, $168,987,796 would need to be expended in conducting the public business of that city, and in meeting the current debt charges. If conditions there shall be the coming year, what they were last year, all but $41,507.045 of the $168,-987,796 will go to the support of the various functions of the city government. That being so, the cost of administration there for next year will be $127,480,751.

The budget as submitted by Comptroller Traeger to the City Council called for appropriations aggregating $23,805,385.45 for Chicago corporate purposes, or $103,675,363.37 less than the proposed amount for like purpose in New York city.

In New York there is appropriated under the designation, the mayoralty, the sum of $227,208. In Chicago for the Mayor's office, $28,700 are allowed in the budget as submitted.

In New York the Board of Aldermen are supplied with $285,810. In Chicago the City Council gets $212,000.

In New York the Department of Finance is given $1,421,990. In Chicago the Comptroller gives his own department only $162,730.

In New York the Law Department is permitted to expend $778,410, while in Chicago the Corporation Counsel, the City Attorney and the Prosecuting Attorney, constituting together the Law Department, are allowed by the terms of the budget $332,291.

In New York the Department of Health has $3,171,217. In Chicago the Health Department is credited in the budget as submitted with $1,186,030.

In New York for the Department of Police there is appropriated $16,637,131. In Chicago the Police Department is down in the Comptroller's estimates for $6,627,852. Some or all of the above figures may be changed—in New York they may be lowered, in Chicago they may be raised in the completed budgets respectively. The quotations are from the original estimates.

The process of budget making in the two cities respectively is different. In New York after the budget is made by the Board of Estimate and Apportionment, it is submitted within five days to the Board of Aldermen, whereupon a special meeting of the Aldermen is called by the Mayor to consider such budget, which simultaneously is published in the City Record. The consideration of the budget by the Board of Aldermen must continue from day to day until final action is taken thereon, but such consideration shall not continue beyond twenty days, and in the event of the Aldermen taking no action thereon within twenty days, the budget is deemed finally adopted as submitted by the Board of Estimate and Apportionment.

In Chicago the Comptroller is required by law to submit on or before the 15th day of February in each year a report of the estimates of the funds necessary to defray the expenses of the city government during the current fiscal year; with other particulars; and to show the aggregate income of the preceding fiscal year from all sources, that the City Council may fully understand the money exigencies and demands of the city for the current year. Then the Finance Committee takes the budget so proposed under consideration, and when they have concluded their questionings, they report back the whole matter to the City Council. There is in the ordinance governing the procedure no specified time limit to the queries and discussions, but the budget must be completed before the beginning of the new fiscal year. Here,

differently from the process in New York, instead of a Board of Estimate and Apportionment, the heads of departments and bureaus, upon the command of the Mayor, make estimates of the money needs of their respective departments and bureaus for the coming year, which are sent to the Comptroller. Whereupon the Comptroller reviews them, and then submits his own estimates to the Council.

It is stated above that the Board of Aldermen of New York city are forbidden by the charter to increase any item in the budget as it comes to them; they may only lower items. There is no such restriction of the Aldermen's powers here in Chicago. Our City Council may lower or increase at will the proposed appropriations.

In Philadelphia the Aldermen are under severe restrictions in this regard. There the City Council, should it increase any item of proposed expenditure in the budget as submitted, is under the ban of state law—each and every alderman voting for such increase is liable to prosecution on the charge of felony.

New Geography of the Wards

The law authorizing it, and the public convenience demanding, the City Council in the early days of the present administration ordered that a new geography of the wards be made, by redistricting so as to give to each of the thirty-five wards its quota of population, and consequently its rightful share of representation. The situation was this: By reason of the large increase of urban population in the last ten years and the unequal distribution of such increment among the several wards, the principle governing popular representation had come to be practically nullified. Wards that had nearly a third more inhabitants than some other wards had, of necessity, but their two aldermen. For that reason, such overgrown wards were at a disadvantage with those that had a much smaller population. How to do away with such inequalities was the question. There could under the law be no increase in the number of aldermen, and therefore no new wards could be created. Thirty-five wards, each with two aldermen, these were the numbers as fixed and not to be raised. Here was a problem difficult, indeed, to so change the ward boundaries as to include the accessional population in equal proportion among all the wards. This was, if possible, to be done in a manner not to do violence to existing apparent rights of sitting

Aldermen to their seats at the next municipal election. Such was the problem given to the Committee of Elections to solve. If the conscious purpose of the bi-partisan committee of the Council who made up the present Committee on Elections was to place upon it Aldermen possessed of decided political capacity, no mistake was made. Such capacity surely was shown by Chairman Anton J. Cermak, and the members collectively of his committee. The committee divided itself into three sub-committees or parts correspondent to the three divisions of the city, the Aldermen represening the north side wards undertaking to readjust representation in that division; the Aldermen representing the south side wards taking up with the hard task there; and the Aldermen representing the west side doing the same thing for that division. The sub-committees frequently met in full committee and compared notes and reported progress, or otherwise, as the fact might be. At length the work was practically finished and given back to the full committee for the final touching up. Then Chairman Cermak submitted the results to the Mayor and obtained for them his conditional approval. Afterward they had his further approval as being the best that in the circumstances could be worked out. Many months of rather severe work had been bestowed, and when the agreed upon plan of redistricting was finally reported to the Council cordial congratulations were in order. So are the ward boundaries and proportional representation for them, settled, probably, for another ten years at least.

Growth of the City Council

In 1837, or seventy-five years ago this New Year (1912), the City of Chicago was organized with six wards and eight aldermen. The Third ward, by reason of a lack of the required amount of population, had but one Alderman, and the Fifth ward was in the same plight. Those two wards had not long to wait to have each two representatives in the Council, for in 1839 their quotas of population were full. In 1847 three new wards were added, and two aldermen were granted to each of them. In 1851 one other ward was added, making the total number to be ten. By 1863 there had been a large expansion of the city territorially, and a corresponding increase of population, and thereupon six new wards were added, making altogether sixteen wards. In 1869-70 four more wards were created and each of these had its full representation, thus giving the city forty Aldermen. In 1875 Chicago was organized under the general incorporation act. Under

the new law the city was divided into eighteen wards, giving but thirty-six Aldermen. The new geography of the city, showing eighteen wards, was made to cover and include the territory that before twenty wards had done. This caused a redistricting. In 1888 the number was increased to twenty-four wards, and again redistricting was necessary. One year later, June 29, 1889, the city of Lake View, the village of Jefferson, a portion of Cicero, the town of Lake, and the village of Hyde Park severally were annexed to the City of Chicago. Out of these territories ten wards were created, and a special election in the new wards for Aldermen was held. In 1900 the Thirty-fifth ward was organized. Then the limitation by law to the number of Aldermen—seventy—was reached. Since that time the provision of law, which entitles any district inside the city limits, but not included in any ward, having a population of 25,000, to representation in the Council, has obtained. Upon the occurring of any such case the district in question is added to the nearest ward. If the Council were competent to raise the number of its members to above seventy, we now should have, probably, not fewer than 100 Aldermen in the Council chamber.

Chicago Bench Marks

The setting of bench marks has been practiced since and including 1847, when the canal commissioners began it. The bureau of sewers sets and maintains bench marks throughout the city for the purpose of running exact levels. B. J. Mullaney, late Commissioner of Public Works, in his report for 1910, says that during that year twenty-four bench monuments were constructed and standardized, bringing the total number of these concrete standard monuments up to 175, located at an average distance apart of one mile east and west and north and south. In addition there are fifteen monuments whose exact elevations have not yet been determined. Thirteen more will complete the system, which is laid out for the entire city. The monuments built cost $25 each, to which should be added the cost of the iron covers, copper rods and lumber forms.

PERSONNEL OF THE CITY COUNCIL

FRANCIS D. CONNERY, City Clerk — **CARTER H. HARRISON**, MAYOR — **EDWARD J. PADDEN**, Chief Clerk

1st....	JOHN J. COUGHLIN, D, 17 N. La Salle st.	- -	Main	1157
	MICHAEL KENNA, D. 307 S. Clark st.	- - -	Har.	872
2nd....	WILSON SHUFELT, R, 35 East 22nd st.	- -	Calumet	1799
	GEO. F. HARDING, JR., R, 164 W. Washington st.		Main	3394
3rd....	WM. J. PRINGLE, R, 723, 108 S. La Salle st.	-	Main	2466
	ALBERT R. TEARNEY, D, 59, 39 W. Adams st.	-	Har.	1483
4th....	JOHN A. RICHERT, D, 2603 S. Halsted st.	- -	Yards	1148
	JOSEPH F. RYAN, D, 524 West 25th pl.	- -	Calumet	2442
5th....	CHARLES MARTIN, D, 3635 Emerald ave.	- -	Yards	2950
	PATRICK J. CARR, D, 3521 S. Western ave.	- -	Drover	1
6th....	WILLIAM R. PARKER, R, 210 Postal Tel. Bldg.	-	Har.	2550
	THEODORE K. LONG, R, 4823 Kimbark ave.	- -	Drexel	1412
7th....	BERNARD W. SNOW, R, 1209 People's Gas Bldg.		Cent.	1872
	WILLIS O. NANCE, R, 5213 Hibbard ave.	- -	Hyde Pk.	5202
8th....	JOHN S. DERPA, D, 9050 Commercial ave.	- -	So. Chgo.	703
	JOHN R. EMERSON, D, 2665 E. 77th st.	- - -	So. Chgo.	474
9th....	HENRY L. FICK, D, 319 W. 12th st.	- - -	Canal	816
	DENNIS J. EGAN, D, 654 W. 18th st.	- - -	Canal	2937
10th....	FRANK J. VAVRICEK, D, 1720 Loomis st.	- -	Canal	1944
	FRANK KLAUS, D, 1726 S. Center ave.	- - -	Canal	813
11th....	FRANK P. DANISCH, D, 1016 Chi. Op. House Blk.		Main	3103
	E. F. CULLERTON, D, 510 Reaper Block.	- -	Cent.	5359
12th....	ANTON J. CERMAK, D, 20, 112 N. La Salle st.	-	Frank.	318
	WILLIAM F. SCHULTZ, D, 2659 W. 22nd place.	-	Lawndale	6114
13th....	JAMES R. BUCKLEY, D, 3521 Colorado ave.	-, -	Kedzie	7183
	THOMAS J. AHERN, D, 214 S. Kedzie ave.	- -	Kedzie	2394
14th....	CHARLES J. LUCAS, R, 2343 Fulon st.	- - -	Seeley	5159
	JAMES H. LAWLEY, R, 1925 W. Chicago ave.	-	Humb.	3514
15th....	ALBERT W. BEILFUSS, R, 778 Milwaukee ave.	-	Mon.	. . 339
	HENRY UTPATEL, R, 408 Chamber of Commerce	-	Frank.	1007
16th....	EDMUND K. JARECKI, D, 1956 Armitage ave.	-	Humb.	132
	STANLEY H. KUNZ, D, 1349 Noble st.	- - -	Mon.	2006
17th....	STANLEY S. WALKOWIAK, D, 803 Straus Bldg.	-	Main	1410
	LEWIS D. SITTS, R, 19 E. South Water st.	- -	Rand.	1604

18th....	WILLIAM J. HEALY, R, 11, 716 W. Madison st.	-	Mon.	6158
	JOHN J. BRENNAN, D, 4, 716 W. Madison st.	-	Mon.	3067
19th....	JAMES B. BOWLER, D, 1223 Taylor st. - -	-	Mon.	4943
	JOHN POWERS, D, 1284 Macalister pl. - -	-	Mon.	1215
20th....	CARL T. MURRAY, R, 1212 Ashland Block. -	-	Cent.	4699
	*JOHN P. STEWART, R, 105 W. Adams st. -	-	Har.	2111
21st.....	VACANCY. - - - - - - - - -	-	.....	.....
	ELLIS GEIGER, D, 306, 7 W. Madison st.	-	Cent.	418
22nd....	B. F. CLETTENBERG, R, 1011 Larrabee st.	-	North	4676
	VACANCY. - - - - - - - - -	-	.....	.....
23rd....	FRED A. BRITTEN, R, 1010, 8 S. Dearborn st.	-	Cent.	4624
	JACOB A. HEY, R, 2050 N. Halsted st. - -	-	Lincoln	942
24th....	JOHN HADERLEIN, D, 1901 Wellington st. -	-	Lak. View	1204
	AUGUST KRUMHOLZ, D, 1662 Fullerton ave.	-	Lincoln	1466
25th....	CHAS. M. THOMSON, R, 602 N. Y. Life Bldg.	-	Cent.	5003
	HENRY D. CAPITAIN, R, 175 N. Wabash ave.	-	Cent.	1331
26th....	PETER REINBERG, D, 5446 N. Robey st. -	-	Edge.	97
	WILLIAM F. LIPPS, R, 2180 Wilson ave. -	-	Edge.	2129
27th....	FRANK J. WILSON, D, 822 Schiller Bldg. -	-	Cent.	5617
	JENS N. HYLDAHL, D, 2448 Monticello ave. -	-	Belmont	228
28th....	CHARLES TWIGG, D, 2518 Pleasant place. -	-	Humb.	64
	HARRY E. LITTLER, R, 121 Ann st. - -	-	Mon.	5412
29th....	FRANK McDERMOTT, D, 5443 S. Ashland ave.	-	Yards	30
	FELIX B. JANOVSKY, D, 1824 West 47th st.	-	Yards	2307
30th....	JOSEPH T. MAHONEY, D, 217 W. 43rd st. -	-	Yards	3237
	MICHAEL McINERNEY, D, 4541 Lowe ave. -	-	Yards	2053
31st.....	HENRY P. BERGEN, D, 6252 S. Ashland ave.	-	Went.	138
	JAMES A. KEARNS, R, 5510 Lafayette ave. -	-	Went.	8383
32nd....	JAMES REA, R, 712 W. 63rd st. - - -	-	Went.	23
	ALBERT J. FISHER, R, 219 W. 72nd st. -	-	Stewart	31
33rd....	EUGENE BLOCK, D, 9311 Evans ave. - -	-	Burnside	18
	CHARLES E. READING, D, 11520 S. Michigan ave.		West Pull.	182
34th....	JAMES DONAHOE, D, 1606 Ashland Block. -	-	Cent.	2590
	WILLIAM F. RYAN, D, 504 Sherman st. -	-	Wabash	2336
35th....	CHAS. J. FORSBERG, R, 4944 W. Huron st. -	-	Austin	815
	IRWIN R. HAZEN, R, 508 Title and Trust Bldg.	-	Rand.	2139

WILLIAM H. BROWN, Sergeant-at-Arms.

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SELECT COMMITTEES 1911-12

TRACK ELEVATION.

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Theodore K. Long, Chairman.

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Officers of the Commission: John Algots, Superintendent of Parks; Theodore A. Gross, Superintendent of Playgrounds and Bathing Beaches; Jacob H. Prost, City Forester, in charge of street planting; George R. Bruce, secretary.

Alderman Herman J. Bauler

Died on November 25, 1911, at the family residence, 1507 Cleveland avenue, in the Twenty-second ward. His funeral, on Wednesday, the 29th, was attended with municipal honors. The City Hall was closed and draped. At the Council chamber the Aldermen and heads of departments had collected, and thence in carriages they went to Yondorf's hall, at North avenue and West North avenue, where the body of the late Alderman lay in state, it having been taken thither from the family residence under an escort of 100 policemen. On the casket were placed many floral pieces. Thousands of citizens of the Twenty-second and other wards in passing looked on the face of their dead friend. Upon the arrival of the city officials and delegations from political, fraternal and musical organizations, services of a simple nature were held. Mayor Harrison and Charles H. Kellerman, president of the United Societies, both delivered brief eulogies. From the hall to St. Michael's church the procession was led by the General Superintendent of Police, John McWeeny, with twenty mounted policemen. Following were a squad of firemen led by Assistant Fire Marshal Arthur Seyferlich, three hundred members of the United Societies, with six carriages filled with flowers; and two hundred members of the Cook County Democracy, led by a band. Next were the members of the City Council in carriages; in the first carriage were Mayor Harrison and City Clerk Fraicis D. Connery; and last was the hearse and the carriage containing the dead Alderman's family. At the church mass was celebrated by Rev. Nicholas Klein, who delivered also a sermon. The burial was at St. Boniface cemetery. The active pallbearers were Aldermen Peter Reinberg, Albert W. Beilfuss, Charles Twigg, John J. Coughlin, Ellis Geiger and Jacob Hey.

Purity of Lake Michigan Water

Lake Michigan receives the drainage of only a very small portion of Illinois. The amount of water carried from the lake by the Chicago drainage canal is much greater than that received from the small area of the state draining into the lake. The greater part of the drainage into the lake enters from Michigan and Wisconsin. The total area of the Lake Michigan drainage basin is estimated at 68,000 square miles, of which 22,400 square miles is lake area. Thus, if the rainfall were uniform over the whole basin, about one-third of the water reaching the lake would be pure rain water. This would cause a notable dilution of the water fed to the lake by streams emptying into it. To a certain extent, the effect of this dilution is counteracted by the greater evaporation from the lake surface than from the surrounding land. Along the shore of the lake are situated establishments furnishing two-thirds of the manufactured articles produced in the state. Most of these industries are located in Chicago, but there are important factories at Evanston, Waukegan and other cities along the shore. The leading position of Chicago as a manufacturing center is due in large measure to her excellent railroad facilities, but the lake transportation is of importance to certain industries. No other source in Illinois would supply enough water for the manufactories bordering the lake, and no other source could offer water of so good a quality except in comparatively small quantity. The cities of Chicago, Evanston, Fort Sheridan, Highland Park, Lake Forest, North Chicago, Pullman, Waukegan, West Hammond and Winnetka, with a total population of 3,000,000, draw almost wholly for supplies from the lake. All along the lake front there is a supply of underground water at depths of 1,000 to 2,000 feet, but in many places this water, while safe to drink, contains so much dissolved mineral matter as to render it unfit for most industrial uses.

Analyses of samples from time to time collected from Lake Michigan all indicate that the amount of mineral matter in the water does not vary from year to year. With the exception of certain small reservoirs no supply of water in the state contains less dissolved mineral water than the lake water.

FOUR HARBOR DISTRICTS CREATED

At a regular meeting of the City Council, held Nov. 20, 1911, Alderman Littler, chairman of the Committee on Harbors, Wharves and Bridges, moved to proceed to the consideration of the report of that committee, submitted under authority of a resolution adopted May 22, 1911, directing the said committee to prepare an ordinance authorizing and directing the proper city authorities to take the necessary steps on behalf of the city to construct, own and control an outer harbor and terminal facilities incidental thereto. The motion prevailed. The said report was made to the full Committee on Harbors, Wharves and Bridges, by a sub-committee of said full committee, known as sub-committee on harbor development and composed of Theodore K. Long, chairman; Harry E. Littler, James R. Emerson, Willis O. Nance, Jacob A. Hey, Ellis Geiger and William F. Ryan.

With the report of this sub-committee, which was adopted by the committee as a whole, were submitted four ordinances which were based on the findings and recommendations of the sub-committee. These ordinances were passed. One of them, however, that creating Harbor District No. 3, having been vetoed by the Mayor and a resolution substituted therefor by the Council, was temporarily neutralized. This action was taken conformably to an agreement had by the Mayor and Council with the South Park Commissioners. Accordingly the effective section of the ordinance sleeps, and harbor construction there is postponed until the South Park Commissioners shall have completed their promised improvements, and further, until such time as it shall appear that the submerged lands lying outside the boulevard and driveway to be constructed and to connect Jackson Park with Grant Park, are needed by the city for harbor purposes.

Following are the ordinances:
Be It Ordained by the City Council of the City of Chicago:

Section 1. That the City of Chicago hereby elects and determines to exercise and use the right, power, authority and license granted and conferred by an Act of the General Assembly of the State of Illinois, approved June 10, 1911, entitled "An Act to enlarge the power of cities in relation to harbors, canals, wharves, docks, piers, slips and other harbor structures, facilities, improvements and utilities constructed or operated in connection therewith, to authorize the acquisition and condemnation of property and the use, occupation, reclamation and acquisition of the submerged lands of the state in carrying out such power, and to repeal all Acts or parts of Acts in conflict therewith," to acquire,

own, use, occupy and reclaim all the submerged lands under the public waters of the State of Illinois within the limits or jurisdiction of or bordering on the City of Chicago, particularly described as follows:

Harbor District No. 1, shall include all of the Chicago river, including the main stream from its mouth to the forks and the north branch and south branch to the city limits, including all the waters, submerged lands and made lands within said river and its branches aforesaid, and said Harbor District No. 1 shall also include all the territory, including the waters, submerged lands and made lands, lying and being within the following boundaries, to-wit: Beginning on the south side of the Chicago river at its point of confluence with Lake Michigan, thence extending in an easterly direction parallel to Randolph street extended, over the waters of Lake Michigan, a distance of one (1) mile; thence extending in a northerly direction, along an imaginary line running at right angles to said Randolph street extended, to a point where said imaginary line bisects the north side of Chicago avenue extended; thence extending in a westerly direction along the north side of said Chicago avenue extended to the present shore line of said Lake Michigan; thence extending southerly following said shore line of Lake Michigan, to the Chicago river and thence across said river to the place of beginning, a plat of which aforesaid submerged lands and public waters is hereto attached and marked "Exhibit A" and made a part hereof.

Section 2. The Harbor Commission for and on behalf of and in the name of the City of Chicago, for the purpose of carrying out the powers granted and conferred by the aforesaid Act of the General Assembly of the State of Illinois, is hereby authorized, empowered and directed to acquire by purchase, condemnation (in any manner now or hereafter provided by law for the taking of private or public property for public use), or by unconditioned gift, any and all property, real, personal or mixed, and any and all property rights (including riparian rights), easements and privileges of every kind and nature whatsoever, including all harbors, canals, wharves, docks, piers, slips and other harbor structures, facilities, improvements and utilities constructed or operated in connection therewith, which are adjoining or contiguous to the submerged lands, the Chicago river, both of its branches and Sanitary District Canal within the limits or jurisdiction of the City of Chicago, as shown upon the plat attached hereto, as may be necessary or appropriate for any of the purposes hereinbefore provided and enumerated, and which are owned

by persons, firms or private corporations, and all rights, terms, easements and privileges pertaining thereto, and the enumeration herein of specific kinds of property and property rights which may be so acquired by the City of Chicago by and through said Harbor Commission shall not be construed in any way to limit or abridge the general powers of acquisition of property and property rights to be or that may be acquired by the City of Chicago by and through said Harbor Commission under the powers granted by the aforesaid Act of the General Assembly of the State of Illinois, and under the authority of this ordinance.

Section 3. The aforesaid lands and submerged lands shall be acquired, owned, used, occupied and reclaimed by the City of Chicago as soon as may be for the future construction, maintenance an operation thereon of harbors, canals, wharves, docks, piers, slips, levees and all other appropriate harbor facilities and improvements, and in connection therewith for the construction, maintenance and operation of all elevators, vaults and warehouses (including cold storage warehouses), as may be a necessary adjunct or incidental to transportation and all other necessary and appropriate harbor and terminal facilities, as authorized and provided by the aforesaid Act of the General Assembly of the State of Illinois.

Section 4. This ordinance shall be in full force and effect from and after its passage.

Harbor District No. 2 (omitting the declaratory and effective sections) shall include all the territory including the waters, submerged lands and made lands, lying and being within the following boundaries, to-wit: Beginning on the south side of the Chicago river at its point of confluence with Lake Michigan, thence extending in an easterly direction parallel to Randolph street extended, over the waters of Lake Michigan, a distance of one (1) mile, thence extending in a southerly direction along an imaginary line running at right angles to said Randolph street extended, to a point where said imaginary line bisects the south side of Randolph street extended, thence extending in a westerly direction along the south side of said Randolph street extended, to the present shore line of Lake Michigan, thence extending in a northerly direction, following said shore line to the Chicago river, the place of beginning.

Harbor District No. 3 (omitting as before) shall include all the waters and submerged lands and made lands lying and being within the territory described as follows, to-wit: Beginning at the south side of Grant Park, at the point where the south bound-

ary of said park and the east line of the original two hundred (200) foot right of way of the Illinois Central railroad meet, and extending thenece in an easterly direction along the south boundary line of said park to the southeast corner of said park; thence extending in an easterly direction over the waters of Lake Michigan on a line parallel to Thirty-first street extended, a distance of one (1) mile from the southeast corner of Grant Park aforesaid; thence extending southerly along an imaginary line running at right angles to Thirty-first street, extended, to a point where said imaginary line bisects the south side of said Thirty-first street extended; thence extending in a westerly direction, along the south side of said Thirty-first street extended to the point where said street bisects the original two hundred (200) foot right of way of the Illinois Central Railroad company; thence extending northerly along the east side of said right of way to the place of beginning, a plat of which submerged lands and public waters is hereto attached.

Harbor District No. 4 (omissions as before) shall include all of the Calumet river lying within the City of Chicago, and all of Lake Calumet, including all the waters, submerged lands and made lands within said lake and river, a plat of which aforesaid submerged lands and public waters is hereto attached.

Subway Routes Indicated

John Ericson, Chairman of the Subway and Harbor Commission, in an address before the Council Committee on Harbors, Wharves and Bridges, has indicated the routes the Commission would have the subways take, but he did not too strenuously insist on their being the only ones possible to be considered. "As any routes," he said, "for subways will have to be adopted and authorized by the City Council, it would be a waste of time and money to work out detailed plans and specifications on unauthorized routes. The plans presented, however, are based on a careful study." The aim of the Commission would be to give the greatest number of people the best possible transportation under the financial limitations. He added a number of considerations, among which are these:

Irrespective of any business districts that may exist or be created in other parts of the city, it is assumed that there will always remain the heart or the main business district, which, however, should be given facilities for free expansion in all possible directions.

Any initial subways to be constructed must be for the purpose of giving residents of the west side, south side and north side the most convenient and quickest way of not only reaching their

places of business, but also of reaching any other part of the city.

The initial subways must be so designed as to form a link in an ultimate, comprehensive, rapid transit system, and so as not to interfere with future developments of the transportation problem.

The cost of subways must be as low as possible consistent with first-class constructions and up-to-date requirements, and be so designed as to make the proposition feasible from a constructive, operative and financial point of view.

The so indicated routes are designated respectively the north-southwest route and the south-northwest route; these for the elevated roads. For the surface car subways two routes are suggested, both under the same designations as the former, but, of course, in other locations. Stations also are indicated, but only for estimating purposes. "The people," says the Commissioner, "as well as the property owners and the operating companies, have a vital interest in the location to be decided upon in conference with the interests involved."

In his address President Ericson discusses the question, what to do with the local trains? "Of course," he says, "if the loop is there, the local trains can run on the loop. If it is desirable to abolish the loop, the local trains can use the present stub terminals and together with the added capacity that will be the result of these subways, the city can be taken care of for quite a considerable time. However, if you want to develop the full capacity of the local tracks, the Commission suggests that the tracks of the stub terminal in Market street on the Oak Park line, for instance, can be connected with the tracks in Fifth avenue and Lake street and form a loop, in which the entire capacity of these local tracks can be developed. The same at the Metropolitan stubs. The only thing to be done is a short connection here, so that the trains coming in on Van Buren street can go to their present stub terminals and return by means of a loop. The same is the case with the South Side, by making this short connection: At the Northwestern elevated by connecting the Fifth avenue line with the stub terminal on North Water street. This arrangement will in some cases involve the addition of some tracks for local trains. so that traffic on the local tracks will in no way interfere with traffic on the express tracks."

Ample assurance, if more were needed, in the above that while great attention is given by the Harbor and Subway Commission to harbor problems, the subways are by no means lost sight of.

THE CHICAGO PLAN COMMISSION

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Frank I. Bennett, Vice Chairman.
Walter D. Moody, Managing Director.

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Henry G. Foreman, President Board of South Park Commissioners
Francis T. Simmons, President Lincoln Park Board.
Thomas A. Smyth, President Sanitary District.

Commissioners on Behalf of City Council.

John J. Coughlin, Alderman of First ward.
George F. Harding, Jr., Alderman of Second ward.
Albert R. Tearney, Alderman of Third ward.
John A. Richert, Alderman of Fourth ward.
Patrick J. Carr, Alderman of Fifth ward.
Theodore K. Long, Alderman of Sixth ward.
Bernard W. Snow, Alderman of Seventh ward.
Willis O. Nance, Alderman of Seventh ward.
John S. Derpa, Alderman of Eighth ward.
Dennis J. Egan, Alderman of Ninth ward.
Frank J. Vavricek, Alderman of Tenth ward.
E. F. Cullerton, Alderman of Eleventh ward.
Anton J. Cermak, Alderman of Twelfth ward.
Thomas J. Ahern, Alderman of Thirteenth ward.
James H. Lawley, Alderman of Fourteenth ward.
Albert W. Beilfuss, Alderman of Fifteenth ward.
Edmund K. Jarecki, Alderman of Sixteenth ward.
Stanley S. Walkowiak, Alderman of Seventeenth ward.
John J. Brennan, Alderman of Eighteenth ward.
John Powers, Alderman of Nineteenth ward.
John P. Stewart, Alderman of Twentieth ward.
Charles M. Foell, Alderman of Twenty-first ward.
Ellis Geiger, Alderman of Twenty-first ward.
B. F. Clettenberg, Alderman of Twenty-second ward.
Fred A. Britten, Alderman of Twenty-third ward.
August Krumholz, Alderman of Twenty-fourth ward.
Henry D. Capitain, Alderman of Twenty-fifth ward.
Peter Reinberg, Alderman of Twenty-sixth ward.
William F. Lipps, Alderman of Twenty-sixth ward.
Frank J. Wilson, Alderman of Twenty-seventh ward.
Jens N. Hyldahl, Alderman of Twenty-seventh ward.
H. E. Littler, Alderman of Twenty-eighth ward.
Felix B. Janovsky, Alderman of Twenty-ninth ward.
Michael McInerney, Alderman of Thirtieth ward.
James A. Kearns, Alderman of Thirty-first ward.
Albert J. Fisher, Alderman of Thirty-second ward.
Eugene Block, Alderman of Thirty-third ward.
William F. Ryan, Alderman of Thirty-fourth ward.
Charles J. Forsberg, Alderman of Thirty-fifth ward.

The Work of the Chicago Plan Commission

By Charles H. Wacker, Chairman.

Before reviewing the work of the Chicago Plan Commission during 1911, it seems advisable to give a brief history of the plan movement and the manner in which the Chicago Plan Commission operates, inasmuch as the City Manual is a historical record and will form part of the achives of the City of Chicago, to be preserved and used as a work of reference.

The idea to create a plan to direct the future growth of the city in an orderly, systematic way and to make Chicago a real metropolitan city, and enable her to retain her position among the great cities of the world, was an outcome of the World's Columbian Exposition, held in Chicago in 1893. Credit for first voicing this idea is given to Mr. Franklin MacVeagh, now Secretary of the National Treasury, who in 1901 suggested it to the Commercial Club of Chicago. At almost the same time the Merchants' Club of Chicago became interested through Mr. Charles D. Norton, its president, and Mr. Frederic A. Delanc. Work on the plan was formally undertaken by this club in 1903, and was well under way when that club was merged with the Commercial club in 1907, under the name of the latter.

In 1907 the first Plan Committee of the Commercial Club was organized with Mr. Charles D. Norton as Chairman and Mr. Charles H. Wacker as Vice Chairman. These plan leaders retained their respective offices with each succeeding committee until 1909, when Mr. Norton resigned to take up his residence in Washington. Mr. Charles H. Wacker succeeded him as Chairman, which office he in turn vacated when he received his appointment from the Mayor of Chicago as permanent chairman of the Chicago Plan Commission. Mr. Edward B. Butler succeeded him as Chairman of the club's plan committee.

In producing the Plan of Chicago the Commercial Club spared neither time, money nor effort. Daniel H. Burnham, world renowned architect, took charge of the details of the plan, and gave his genius to the task without charge. Assisted by Mr. Edward H. Bennett, he produced all the charts, maps and drawings necessary for carrying out the remodeling and development of the city. In 1908 these, together with an explanatory narrative written by Mr. Charles Moore, corresponding member of the American Institute of Architects, were arranged in a magnificent volume published by the Commercial Club.

Thus, after years of study and hard work by the Commercial Club members, the plan was completed and ready for submission to the citizens in the early fall of 1909. Then it was evident to the leaders of the movement that the time had come to engage the interests of the public and to put the plan into the hands of the representatives of the people. After conferring with the city authorities, it was decided to create a permanent organization to be known as the Chicago Plan Commission. This body, it was decided, should be composed of a large number of men of influence, to be representative of the business and social interests of the city.

July 6, 1909, the Hon. Fred A. Busse, Mayor of Chicago, sent a message to the City Council requesting authority to appoint this commission, which authority was immediately granted. Nov. 1, 1909, the Mayor sent a second message to the City Council, announcing the appointment of 328 citizens of Chicago as members of the first Chicago Plan Commission and designating Mr. Charles H. Wacker as permanent chairman. At the first meeting of the Commission, held in the City Council chambers, Nov. 4, 1909, Mr. Frank I. Bennett was elected Vice Chairman, in recognition of his long and faithful public service to Chicago. Mr. Henry Barrett Chamberlain was elected Secretary Pro Tem., which office he resigned late in 1910. Jan. 13, 1911, the Executive Committee appointed Mr. Walter D. Moody, formerly General Manager of the Chicago Association of Commerce, Managing Director of the Commission.

To secure at all times adequate representation on the Chicago Plan Commission of the city government and all other locally interested governmental agencies, it was decreed that members of the City Council, the Corporation Counsel, Commissioner of Public Works, City Engineer, Health Commissioner and the presidents of the following boards—Education, Library, Park Boards and Sanitary District—should be ex-officio members of the commission and that the membership of persons appointed because of official position should cease when they retire from office, the membership to be assumed by their successors.

The central idea out of which the Chicago Plan has grown is: If Chicago is to become, as we all believe, the greatest and most attractive city of this continent, its development and improvement should be guided along certain definite and pre-arranged lines, to the end that the necessary expenditures for public improvements from year to year may serve not only the purpose of the moment, but also the needs of the future.

The Chicago Plan is not a scheme for spending millions of dollars, now or in the future. On the contrary, it is a comprehensive suggestion of what may be accomplished in the course of years—it may be fifty, it may be a hundred—by spending in conformity with a well-defined plan, the money which must be spent from time to time on permanent public improvements. Paris has been made the world's most beautiful city because she has followed for more than fifty years the policy of making public improvements in conformity with a clearly defined plan. The Chicago Plan is in conflict with no other plan or project for the industrial or commercial development of Chicago.

The first constructive work of the Chicago Plan Commission is to establish several circuits of existing thoroughfares and to improve them so that traffic can move freely and directly throughout the center of the city. The first circuit is the quadrangle formed by Twelfth street on the south, Halsted street on the west, Chicago avenue on the north and Michigan avenue on the east. These four streets are destined to bear the heaviest traffic of any streets in Chicago.

Twelfth street from Ashland avenue to State street is at present 66 feet wide between building lines; 39 feet wide between sidewalk curbs and only 9 feet and 9 inches wide between the street car step and the curb. From State street to Michigan avenue the blocks are only fifty feet wide. The necessity for the improvement of this street lies in the fact that it is the only thoroughfare between Harrison street and Eighteenth street connecting the west side with the downtown district. The actual heart of the population of the city to-day is a little north of the corner of Twelfth and Halsted streets. Traffic and the growth of the city are gradually moving in a southwesterly direction. Adequate provision must be made for a suitable outlet from that district to the present business center of the city.

It is proposed to make the street 108 feet wide from Ashland avenue to Canal street, taking a 42-foot strip off from the lots on the south side of the street. It is to be widenned to 118 feet from Canal street to Michigan avenue. It is not intended to boulevard the street, but to make it a clean, wide business thoroughfare, with a double, rapid transit surface street car line down the center. On Nov. 16, 1909, the Executive Committee of the Chicago Plan Commission appointed a special Twelfth Street Committee, whose mission it was to investigate and report on the entire matter. On Jan. 19, 1910, the Executive Committee

received the Twelfth Street Committee's report and adopted the same. It was then referred to the Commission as a whole and unanimously adopted on Jan. 19, 1910.

On March 2, 1911, there was a public hearing before the Board of Local Improvements. The matter then went into the City Council, where, on April 6, 1911, the Twelfth street widening ordinance passed by a vote of 46 to 10. In accordance with this ordinance Commissioners have been appointed by the Superior Court to estimate cost and damages, and are now at work. The United States government ordered the removal of the present Twelfth street bridge. The Commission working in conjunction with the Committee of the City Council on Harbors, Wharves and Bridges, and the Sanitary Board, succeeded in having plans adopted that will make that bridge conform with the widened street. The Sanitary District will pay one-half the cost of the new bridge, and the city will pay the other half, in accordance with the action of the City Council, which recently passed the necessary ordinance without a single negative vote. The city's half of the cost was included in the bond issue carried at the recent election.

In response to a request from the Mayor, the Commission has appointed two of its members to represent it on the Committee on a Uniform System of Arc Lights, Poles, etc., for the downtown streets.

Lectures on the Plan of Chicago, illustrated with stereopticon views, have been delivered in every part of the city to a variety of audiences, all of which were highly interested in and in sympathy with the plans of the Commission.

The Commission compiled and distributed 165,000 copies of a booklet entitled "Chicago's Greatest Issue—An Official Plan," intended to popularize the Plan of Chicago and to familiarize all our citizens with its provisions and the necessity for its adoption as the official plan of Chicago.

The newspapers of Chicago are to be congratulated and commended for their support of the plan in their editorial and news columns. The press has aided very materially in putting before the people exactly what the Commission intends to do and the necessity for the improvements contemplated.

In accordance with an action of the City Council July 10, 1911, the Chairman of the Commission submitted a report to that body on Sept. 25 covering the Commission's ideas for the treat-

ment of the lake shore, relating to the creation of a large additional park space along the city's water front by the utilization of Chicago's vast amount of waste and excavated material. This report can be found in full in the Journal of the Proceedings of the City Council for Monday, Sept. 25, 1911. In it is shown the folly of the city in spending $60,000,000 in constructing the Drainage Canal for the purpose of purifying the waters of Lake Michigan and then allowing these waters to be again polluted by the dumping therein of the city's offal.

It was also shown how much could be saved in the expense of disposing of this waste material, and at the same time build land of incalculable value to the city, and with little or no cost to the taxpayers. The park area of Chicago is to-day entirely out of proportion to the population of the city and is therefore inadequate. For health and good order there should be one acre of park space for each 100 people. Our present average for the entire city is about 780 persons to the acre, and in the congested sections there are nearly 5,000 persons to each acre of park space. Figured on a basis of density of population, Chicago to-day occupies the thirty-seventh place among American cities, while thirty years ago it occupied second place. Only by the development of the lake front can Chicago acquire adequate park space. If the greatly needed additional park area can so be created and practically at no cost, why should not this work be begun at once?

On July 6, 1911, the Executive Committee of the Plan Commission unanimously adopted Plan No. 3 for the completion of the "boulevard link." Plan No. 3 provides for a two-level street, from building line to building line, to extend from Randolph street to Ohio street; Michigan avenue is to be widened from 66 to 134 feet, 64 feet to be taken from the east side of Michigan avenue from Randolph street north to the river, terminating in a plaza approximately 250 feet wide. North of the river the plan provides for the widening of Pine street to 146 feet by taking the necessary land from the west side of the street, from Chicago avenue to the river, terminating in a plaza approximately 250 feet wide on the north side of the river.

The grade of the street from Randolph to Lake street is to be 2.7 per cent; from Ohio to Indiana 3 per cent, and the distance between these two points is to be practically level, with a double deck bridge over the river; approaches to lower deck for teaming to be 2.5 per cent south of the river and 3 per cent north of the

river, instead of approximately 5 per cent as at present. For the new street the plan provides, south of the river, for an east sidewalk 25 feet wide, road 75 feet wide and west sidewalk 30 feet wide. North of the river there will be a central parkway 26 feet wide and two roadways, each 32½ feet wide, with sidewalks 25 feet wide; stairways to be placed for access to the upper street at river abutments north and south and at Indiana, Illinois, South Water and Lake streets. This plan was approved by Mayor Harrison on July 7, 1911, and submitted for ratification to the entire Chicago Plan Commission, at a meeting held July 10, 1911, at which time it was unanimously adopted as the official plan of the Commission. There was a public hearing by the Board of Local Improvements, held in the City Hall, July 12, 1911, at which time the Board ordered an estimate to be made on Plan No. 3.

In 1911 the work of the Chicago Plan Commission, aided by the continued active support of the Commercial Club, received material advancement. The instant, intelligent and sympathetic support of the Hon. Carter H. Harrison, Mayor, and the City Council, following the administration of his predecessor, established the work of the Chicago Plan Commission upon a non-partisan and non-political foundation.

The City Council, under Mayor Busse's administration, created the Plan Commission and started the work in the passage of an ordinance for the widening and improvement of Twelfth street from Ashland to Michigan avenue.

The Harrison administration, recognizing the city's great need for an improved through east and west artery, between Harrison and Eighteenth streets, immediately took over the contemplated Twelfth street improvement, upon which work had not been started, with a determination to carry it through successfully and in a manner satisfactory to all the people.

Mayor Harrison was the first to propose the Michigan avenue "Boulevard Link" in 1905. Afterward this contemplated improvement became an important part of the Plan of Chicago as a whole. His re-election in 1911 again connects him with the project he fathered, and which is being promoted by the Chicago Plan Commission.

Thus the Plan of Chicago originated and thus it is being carried out.

U. S. Naval Training Stations.

Numerous letters from boys, young men, or their parents, in all parts of the Middle West are received at the Chicago Bureau of Statistics, making particular inquiries concerning the U. S. Naval Training Station, near Chicago, at Lake Bluff. Answers that have been made to such inquiries may be combined in a simple statement, as follows:

The Naval Training Station, located on a high bluff overlooking Lake Michigan, is a school for the United States Navy, and its grounds and buildings are said to be the largest in the world. Here the young men of the Middle West and Northwest, desirous of becoming sailors, are taught the rudiments of seamanship and the art of war.

The station occupies 182 acres, extending from the lake on the east to the Northwestern Railway on the west—the site of an old farm where the natural features of woodland and ravines are being carefully preserved. The location was selected on the recommendation largely of the Chicago Association of Commerce. A distinguished naval officer joined in the recommendation, saying: "We must look to the Great Lakes for our sailors of the future. The Atlantic seacoast sailor is a thing of the past. There is only one place where the American sailor still is found, and that is on the Great Lakes." This officer, Rear Admiral Ross, took formal possession of the reservation July 1, 1905. For six years the work of construction progressed under his supervision, and until the buildings, the harbor, power plant and bridges were finished. Here the young man from the farm, the small town, or the city is received, and at once he is transformed by putting on the white duck uniform of the service into a potential sailor and fighting man. He has gone direct from the receiving room to the dressing room, where he takes off his citizen's clothes; then to the barber, and to the bath; next to the medical examiner. If he is accepted the government gives him a $75 outfit of clothing and he packs up his old clothes and sends them home. For twenty-one days the new recruits stay at the reception barracks, as apprentice seamen. They are quartered in dormitories, of which there are six, each with a capacity of fifty. They are divided into groups of ten, and these groups are isolated, so that in case of any infectious disease develops it will not be necessary to quarantine more than ten men. Each group has its own mess room, sleeping quarters and bathrooms. The food is carefully inspected and carried to the quarters in boxes. All the groups drill and play ball together on the parole ground; there is believed

to be no danger of contagion out of doors. At the end of twenty-one days the naval apprentice's work and instruction begins. In addition to his technical training the apprentice seaman has opportunities and leisure for reading and general education in any branches he may choose. The amusements and recreation of the young men in training for the navy are numerous. There are swimming pools, bowling alleys, amateur theatrical and musical entertainments and facilities for football and baseball in season, and there is a drill hall to be used in bad weather.

From the day of his enlistment, and for twenty-one days, he is paid at the rate of $17.60 a month. If he passes the examination and is sent to a ship his pay is raised to $20.90 a month.

Across the deep wooded ravine from the main building are the hospital and residences of the officers.

International Municipal Congress.

On the days from September 18 to 30 (both inclusive), the International Municipal Congress was held in Chicago. To the congress was added a municipal exposition, to which many of the cities of the United States sent exhibits, on lines peculiar to the several localities, or of general interest. The plan for this congress was originated by the League of American Municipalities, under the inspiration of Hon. John MacVicar, its then president, and who at the same time was Mayor of Des Moines, Iowa. As it was to be held in Chicago, the movement was promptly indorsed officially and support given it by this city. A special committee of the City Council was appointed by Mayor Harrison, which was composed as follows: Alderman John A. Richert, chairman; Alderman George F. Harding, Jr., Alderman Albert Tearney, Alderman Lewis D. Sitts and Alderman Eugene Block. The committee, by way of stimulating departmental activities in the enterprise, created the position of Director of Chicago Exhibits, and named as such Director Miss Valentine Smith.

The prospectus of the International Congress, issued by the prime movers, was in terms sufficiently ambitious. "A world conference," so it ran, "and exhibition for the developmnet of twentieth century ideals of municipal economy, progress and perfection. A show place and a market place for every article of material, machinery and equipment that enters into the construction and operation of a modern city." Co-operating with the League of American Municipalities—besides the city of Chi-

cago—were the Chicago Association of Commerce, the Civic Federation, the Citizens' Association, the City Club, the United Charities, the Industrial Club and the Rotary Club.

The only other congress of the kind ever held was that at Berlin many years ago, in which, however, there was little participation by delegates from American cities.

President Taft was requested by a delegation from the Chicago Association of Commerce to give the movement his countenance and support, which he unhesitatingly promised to do. Accordingly the Secretary of State addressed a note to the Diplomatic and Consular officers of the United States, the substances of which was that while the proposed International Municipal Congress was not under the auspices of the government of the United States, the government would be glad if the government of the country to which you are accredited would give due publicity to the Congress mentioned and would recommend the sending of delegates to it by the municipalities and organizations which may be interested. This action was followed by the visiting in foreign cities of Director General MacVicar, who in person invited such co-operation. In the meantime General Manager Allen and Curt M. Treat, secretary of the Congress, worked to interest the officials of American cities.

The Congress convened in pursuance of the call on Sept. 18, under the presidency of John M. Ewen of Chicago. Mayors and delegates of many cities appeared and Mayor Harrison delivered a welcoming address. At most of the succeeding sessions addresses were made by other Mayors and distinguished delegates and discussions were had on a variety of municipal questions. Along with these proceedings went the business of the exposition. From New York, Boston, Philadelphia and other large cities were many interesting and important exhibits, and a number of manufacturers installed machinery of different kinds. All of Chicago's exhibits were collected by the Director, Miss Smith, and they represented most of the departments of the city government. Large part of the value of these exhibits consisted in the artistic and historical features presented.

Deep Waterway Convention.

Mayor Harrison appointed the following named citizens of the City of Chicago as delegates to the Deep Waterway Convention, held in this city on Oct. 12, 13 and 14, 1911:

James H. Agar,
Horace L. Brand,
Ernest Bihl,
Michael P. Byrne,
Rudolph Brand,
Anton J. Cermak,
Albert C. Clark,
James F. Chvatal,
Frederick Delano,
James Donahoe,
Joseph B. David,
C. F. Erickson,
George E. Foss,
D. R. Forgan,
John G. Garibaldi,
William G. Hibbard, Jr.
Joseph Hellmuth,
John C. Harding,
E. M. Heidkamp,
John H. Jones,
H. H. Kohlsaat,
Henry Krug,
Murray Keller,
Harry Littler,
Theodore C. Berhrens,
A. V. Booth,
John J. Bradley,
A. C. Brown,
F. A. Busse,
E. S. Conway,
Henry Barrett Chamberlain,
J. L. Cochran,
W. P. Dunn,
E. L. Dennison,
Daniel Donahoe,
Edward B. Ellicott,
Richard S. Folsom,
George Fabyan,
H. C. Gardner,
Philip J. McKenna,
William B. Moak,
Otto J. Novak,
David M. Pfaelzer,
N. L. Piotrowski,
Isham Randolph,
Leigh Reilly,
Robert Redfield,
A. J. Sabath,
Homer A. Stillwell,
Edwin W. Sims,
Franka Skala,
William H. Sexton,
John A. Sandgren,
Edgar B. Tolman,
John E. Traeger,
A. S. Trude,
James B. Waller,
Harvey T. Weeks,
S. R. Watkins,
Walter H. Wilson,
John H. Woods,
George B. Young,
Edward J. Lehmann,
James T. McDermott,
Frank R. McMullin,
Oscar F. Mayer,
William B. McCluer,
John T. Murray,
Harold F. McCormick,
Eugene Niederegger,
Frank Paschen,
John Barton Payne,
Peter Reinberg,
John C. Ross,
H. A. Rixon,
James Simpson,
Thomas A. Smyth,
B. W. Snow,

Peter S. Goodman,
Charles H. Hermann,
Albert H. Hollender,
Maclay Hoyne,
E. Iverson,
Alex. Johnson,
Adolph Kraus,
W. A. Kuflewski,
Andrew M. Lawrence,
Theodore K. Long,
Frank I. Bennett,
Joseph E. Badenoch,
Frank X. Brandecker,
Charles C. Breyer,
James H. Channon,
Lyman E. Cooley,
Bryan Craig,
Charles S. Deneen,
Emil Demme,
George Duddleston,
John M. Ewen,
John C. Eastman,
George P. Fisher,
Thomas Gallagher,
Fritz Glogauer,
Egbert H. Gold,
Melville G. Holding,
George B. Hinman,
Edward Hillman,
William S. Jackson,
Felix B. Janovsky,
Thomas Kelly,
Edward Katzinger,
F. A. Larson,
William Lorimer,
F. A. Lindstrand,
James R. Mann,
J. B. Murphy,
C. A. McCullough,
John H. Montgomery,
John M. Glenn,
C. A. Stevens,
Stanislaus Szwajkart,
William C. Seipp,
John R. Thompson,
Otto C. Tosetti,
Charles J. Vopicka,
Spencer Ward,
Frank S. Wilson,
Roy O. West,
William W. Wilson,
A. J. Wackenreuter,
Charles Yondorf,
Martin B. Madden,
R. R. McCormick,
H. F. Miller,
L. E. McGann,
Walter H. McDonald,
Albert Mohr,
Cyrus H. McCormick,
Walter C. Newberry,
C. A. Plamondon,
T. P. Quinn,
Henry L. Robbins,
Bernard F. Rogers,
John J. Sonsteby,
George B. Swift,
David E. Shanahan,
John C. Spry,
William Schmidt,
Claude Seymour,
Edward Tilden,
William Hale Thompson,
Fred Tucker,
John Z. Vogelsang,
P. J. Wall,
Adolph D. Weiner,
T. Edward Wilder,
C. F. Wiehe,
Hempstead Washburne,
Michael Zimmer.

National River and Harbor Congress.

Mayor Harrison appointed the following named citizens of the City of Chicago as delegates to the River and Harbor Congress, held in Washington on Dec. 6, 7 and 8, 1911.

A. S. Trude,
Egbert H. Gold,
John R. Thompson,
George B. Swift,
Edward Tilden,
Frank K. Brandecker,
Fred A. Busse,
Albert C. Clark,
Frederick Delano,
Martin B. Madden,
R. R. McCormick,
Walter H. McDonald,
C. P. Plamondon,
H. A. Rixon,
John M. Ewen,
Fritz Glogauer,
Edward Hillman,
John H. Jones,
Adolph Kraus,
Andrew M. Lawrence,
F. A. Lindstrand,
George E. Foss,
A. J. Wackenreuter,
Adolph D. Weiner,
A. G. Stearnes,
J. L. Cochran,
Edgar B. Tolman,
Frank Skala,
James S. Agar,
Michael P. Byrne,
James H. Channon,
James V. Chvatal,
James Donohoe,
James T. McDermott,
Walter C. Newberry,
William B. McCluer,
David M. Pfaelzer,
Joseph B. David,
C. F. Erickson,
Charles H. Herman,
E. Iverson,
Alex. Johnson,
Edward Katzinger,
F. A. Larson,
Edward J. Lehman,
Richard S. Folsom,
William W. Wilson,
Charles J. Vopicka,
Otto Tosetti,
Emil M. Heidkamp,
William Hale Thompson,
A. J. Sabath,
Claude Seymour,
A. V. Booth,
Charles C. Breyer,
Charles S. Deneen,
J. L. Cochran,
James R. Mann,
John Barton Payne,
Albert Mohr,
Frank Paschen,
Bernard F. Rogers,
E. L. Dennison,
Thomas Gallagher,
Albert H. Hollender,
William S. Jackson,
H. H. Kohlsaat,
Murray Keller,
Theodore K. Long,
John C. Eastman,
George Fabyan,
Spencer Ward,
John Z. Vogelsang,
William Lorimer.

National Irrigation Congress.

Mayor Harrison appointed the following named citizens of the City of Chicago as delegates to the National Irrigation Congress, held in this city on Dec. 5 and 6:

Bishop C. P. Anderson,	Frank I. Bennett,
R. J. Roulston,	J. C. Vaughan,
Blewett Lee,	James A. McLane,
George W. Dixon,	William A. Gardner,
Clinton B. Evans,	Charles J. Vopicka,

Home Streets and Sections.

The City Council having authorized the Mayor to appoint a committee to consist of five Aldermen and twelve citizens, to consider the preparation of laws and ordinances designed to protect the home streets and sections of the City, on November 20 he named as such committee, Alderman Beilfuss, chairman; Aldermen Schultz, Jarecki, Krumholz and Hazen; and citizens I. K. Pond, George E. Hooker, C. T. B. Goodspeed, Ralph Modjeski, James B. McFatrich, J. W. Hadenberg, Roy B. Tabor, John J. Sonsteby, David S. Klefter, Henry L. Dicke, Jens Jensen, and Frank Skala. The committee is thoroughly representative in character, and it plans to prevent garages, stables and stores, as well as factories, from being built in purely residence districts. Signs and signboards also will receive the committee's attention. Plans will be made to prevent their erection in districts built up with residences.

Street Squares in Chicago

The following figures are based on an actual count made of street squares in Chicago, shown on ward maps published by the Board of Election Commissioners:

In Ward 1, 193; ward 2, 117; ward 3, 139; ward 4, 167; ward 5, 144; ward 6, 152; ward 7, 442; ward 8, 1,237; ward 9, 136; ward 10, 96; ward 11, 133; ward 12, 288; ward 13, 278; ward 14, 229; ward 15, 190; ward 16, 143; ward 17, 157; ward 18, 194; ward 19, 133; ward 20, 183; ward 21, 187; ward 22, 163; ward 23, 116; ward 24, 175; ward 25, 514; ward 26, 436; ward 27, 1,650; ward 28, 276; ward 29, 501; ward 30, 237; ward 31, 1,183; ward 32, 1,189; ward 33, 921; ward 34, 434; ward 35, 622.

Total number of squares for the city, 13,555.

Edison Park and Morgan Park, recently annexed, are not included in the above count.

Miles of Trunk Line Railroads in Chicago.

Trunk Lines.	Miles of Track.
Atchison, Topeka & Santa Fe Ry. Co	57.10
Baltimore & Ohio R. R	41.81
Chesapeake & Ohio Ry	.....
Chicago & Western Indiana R. R	150.03
Chicago & Illinois Western	.....
Chicago, Lake Shore & Eastern	.....
Chicago, Terre Haute & Southeastern	.....
Chicago & Alton R. R	46.82
Chicago, Burlington & Quincy R. R	91.51
C. & O. R. R. Co. of Indiana (formerly C., C. & L	.....
Chicago & Eastern Illinois R. R	.....
Chicago Great Western R. R	16.01
Chicago, Indianapolis & Louisville Ry	.....
Chicago, Indiana & Southern R. R. Co	.....
Chicago, Milwaukee & St. Paul Ry	157.67
Chicago & Northwestern Ry	303.23
Chicago, Rock Island & Pacific Ry	112.93
Cleveland, Cincinnati, Chicago & St. Louis Ry	.....
Erie Railroad	.....
Frisco System	.....
Grand Trunk Railway System	43.29
Indianapolis Southern Railway	.....
Illinois Central Railroad	310.63
Illinois Northern Railway	.....
Lake Shore & Michigan Southern Railway	85.27
Michigan Central Railroad	50.18
New York, Chicago & St. Louis R. R	38.21
Pittsburg, Cincinnati, Chicago & St. Louis	
Pittsburg, Fort Wayne & Chicago	253.91
Pere Marquette Railroad	.....
South Chicago & Southern Railway	.....
Wabash Railroad	38.52

BELT OR TRANSFER RAILROADS.

B. & O. Chicago Terminal R. R	84.70
Belt Railway of Chicago	98.60
Chicago Junction Railway	10.00
Chicago River & Indiana R. R	.....
Chicago Union Transfer Ry	.....
Chicago, West Pullman Southern R. R	10.00
Chicago & Calumet R. R	2.29

BELT OR TRANSFER RAILROADS—Continued.

Elgin, Joliet & Eastern Ry	19.25
Indiana Harbor Belt R. R	10.25
Illinois Northern Railway	12.25
Manufacturers' Junction Ry	1.16
Union Stock Yards	146.68
Total	2,192.30

Street Railway Mileage in Chicago.

The following are the Street Railway Companies in the City of Chicago and the miles of single track owned by them.

The Chicago Railway Company owns 492.25 miles of track within the city limits; the Chicago City Railway Company, 262.80 miles of track; Chicago General Company, 16.80 miles; Suburban Company, 7.30 miles of track within the city limits; Calumet & South Chicago, 112.35 miles; General Electric Railway Company, 3.30.

Total of miles of street railway track within the city limits, 914.01.

Miles of Streets and Boulevards.

The following figures show the number of miles of streets, alleys and boulevards in the city of Chicago on Jan. 1, 1911:

	Streets.	Alleys.	Totals.
Miles improved	1,590.52	139.99	1,730.51
Miles unimproved	1,306.07	1,318.65	2,624.72
Total miles	2,896.59	1,458.64	4.355.23

The following is the boulevard mileage under the jurisdiction of the various park boards:

	Miles.
South Park	32.89
West Park	24.75
Lincoln Park	9.52
Total boulevards	67.16

Board of Education 1911-1912.

JAMES B. McFATRICH, President. FRANK I. BENNETT, Vice President; LEWIS E. LARSON, Secretary.

Daniel R. Cameron, 15 W. Lake st.....1913
Alfred R. Urion, 137 S. La Salle st.....1913
Oscar F. Greifenhagen, 475 Deming place.....1913
Adolph F. Gartz, Union League Club.....1913
John Guerin, 3958 Ellis ave.....1912
Jeremiah H. Walsh, 1601-3 Grand ave.....1912
Dean Walter T. Sumner, 117 N. Peoria st.....1912
Julius F. Smietanka, R. 901, 89 W. Randolph st....1912
Dr. James B. McFatrich, R. 600, Tribune Bldg....1912
Frank I. Bennett, R. 848, 38 S. Dearborn st.....1912
George F. Koester, R. 5, 143 N. Dearborn st.....1912
George B. Swift, R. 903, 189 W. Madison st.....1913
Nathaniel C. Sears, R. 1505, 38 S. Dearborn st....1913
William A. Vincent, R. 627, Rookery Bldg.....1913
John C. Harding, R. 222 Postal Telegraph Bldg..1914
Charles O. Sethness, 718 N. Curtis st.....1914
Harry A. Lipsky, 1214 S. Halsted st.....1914
Mrs. John MacMahon, 5112 Wabash ave.....1914
David M. Pfaelzer, 245 W. Van Buren st.....1914
James B. Dibelka, 2022 S. Fortieth ave.....1914
Henry W. Huttman, 111 W. Monroe st.....1914

Regular meetings of the Board are held on alternate Wednesday afternoons at 4 o'clock.

REGULAR COMMITTEE MEETINGS.

Meetings of the Committee on Buildings and Grounds are held on alternate Friday afternoons at 2 o'clock.

Meetings of the Committee on School Management are held on alternate Thursday afternoons at 4 o'clock.

Meetings of the Committee on Finance are held on alternate Wednesday afternoons at 3 o'clock.

STANDING COMMITTEES FOR THE YEAR 1911-1912.

Committee on School Management—Walter T. Sumner, Chairman; Vincent, Cameron, Guerin, Smietanka, Sears, Dibelka, Lipsky, Pfaelzer, Mrs. MacMahon. The President, ex-officio.

Committee on Buildings and Grounds— Gartz, Chairman; Swift, Bennett, Urion, Greifenhagen, Koester, Walsh, Sethness, Harding, Huttman. The President, ex-officio.

Committee on Finance—Bennett, Chairman; Koester, Sears, Chairman Committee on School Management, Chairman Committee on Buildings and Grounds, the President, ex-officio.

Chicago Public Library.

BOARD OF DIRECTORS, 1911-1912.

ROBERT J. ROULSTON, President..Term Expires 1914

Julius Stern, Vice President.....	Term Expires		1912
Graham Taylor.....	"	"	1912
Antonio Lagorio.....	"	"	1912
Mortimer Frank.....	"	"	1913
Henry V. Freeman.....	"	"	1913
Horatio L. Wait.....	"	"	1913
Max Henius.....	"	"	1914
Philip M. Ksycki.....	"	"	1914

Harry G. Wilson, Secretary to the Board.

Standing Committees, 1911-1912—Library: Messrs. Stern, Frank and Henius. Administration: Messrs. Wait, Lagorio and Henius. Branches: Messrs. Taylor, Stern and Ksycki. Delivery Stations: Messrs. Frank, Freeman and Ksycki. Buildings and Grounds: Messrs. Lagorio, Wait and Frank. Finance: Messrs. Freeman, Stern and Henius. By-Laws: Messrs. Ksycki, Lagorio and Taylor.

Library Service—Librarian, Henry E. Legler; Assistant Librarian, Carl B. Roden; Secretary, Harry G. Wilson.

Chiefs of Divisions—Henrietta Lovi, Order Division; Bessie Goldberg, Catalogue Division; Benj. M. Smith, Circulation Division; William A. Purer, Delivery Stations Division; Carre L. Elliott, Reference Division; Lilyan G. Morawski, Registry Division; J. Ritchie Patterson, Bindery Division; Faith E. Smith, Instructonal Division; Reidar Arentz, Periodicals Division; Charles A. Larson, Publication Division; John F. Phelan, Branches Division; Charles Lhotka, Evening and Holiday Division.

The Chicago Art Institute.

(Lake Front, foot of Adams street.)

Officers—CHARLES L. HUTCHINSON, President; Martin A. Ryerson, Vice President; Ernest A. Hamill, Treasurer; William A. Angell, Auditor; William M. R. French, Director; Newton H. Carpenter, Secretary.

Trustees:

Edward E. Ayer
Adolphus C. Bartlett
John C. Black
Chauncey J. Blair
Clarence Buckingham
Edward J. Butler
Daniel H. Burnham
Clyde M. Carr
Charles Deering
Henry H. Getty
John J. Glessner
Frank W. Gunsaulus
Charles L. Hutchinson
Bryon Lathrop
Frank G. Logan
R. Hall McCormick
John J. Mitchell
Samuel M. Nickerson
Martin A. Ryerson
Howard Van Shaw
Albert A. Sprague

Trustees, ex-officio—Carter H. Harrison, Mayor; John E. Traeger, Comptroller; John Barton Payne, President, South Park Commission; Joseph Donnersberger, Auditor, South Park Commission.

John Crerar Library.

Officers—PETER GROSSCUP, President; Thomas D. Jones, First Vice President; Robert Forsyth, Second Vice President; Leonard A. Busby, Secretary; William J. Lauderback, Treasurer; Clement W. Andrews, Librarian.

Board of Directors—E. W. Blatchford, Robert T. Lincoln, Henry W. Bishop, John M. Clark, Frank S. Johnson, Peter S. Grosscup, Marvin Hughitt, Thomas D. Jones, John J. Mitchell, Leonard A. Busby, Robert Forsyth, Chauncey Keep, Frederick H. Rawson.

Directors ex-officio—Carter H. Harrison, Mayor of Chicago; John E. Traeger, Comptroller of Chicago.

Committees—On Finance: John J. Mitchell, Chauncey Keep, Marvin Huhgitt. On Administration: E. W. Blatchford, Leonard A. Busby, Frederick H. Rawson. On Buildings and Grounds: John M. Clark, Henry W. Bishop, Robert T. Lincoln. On Books: Frank S. Johnson, Thomas D. Jones, Robert Forsyth.

The Newberry Library.

Officers—ELIPHALET W. BLATCHFORD, President; George E. Adams, First Vice President; Horace H. Martin, Second Vice President; Jesse L. Moss, Secretary and Financial Agent; W. N. C. Carlton, Librarian.

Board of Trustees—George E. Adams, Eliphalet W. Blatchford, Franklin H. Head, David B. Jones, Bryan Lathrop, George Manierre, Horace H. Martin, Walter C. Newberry, Edward L. Ryerson, John A. Spoor, Moses J. Wentworth, John P. Wilson, Jr.

On January 1, 1911, the library contained 272,712 books, pamphlets, etc. During 1910 the number of readers was 66,410 and the number of books used was 95,554.

The library is free to all for purposes of consultation, study and research, but it is a reference library solely, none of its volumes being available for circulation outside the library building.

Its hours of opening are from 9 A. M. to 10 P. M. on all week days and holidays, except January 1st, May 30th, July 4th, Thanksgiving Day, and December 25th.

Chicago Historical Society.

(632 Dearborn Ave.)

Officers 1911-12:

President—THOMAS DENT.

Vice Presidents—Walter C. Newberry, Charles H. Conover.

Treasurer—Orson Smith.

Librarian—Caroline M. McIlvaine.

Executive Committee—Thomas Dent, Chairman; Clarence A. Burley, Charles F. Gunther, Samuel H. Kerfoot, Jr., Edward L. Ryerson, Otto L. Schmidt, Seymour Morris, George Merryweather, William A. Fuller.

Great Parks of Chicago.

South Park System.

Officers—JOHN BARTON PAYNE, President; Joseph Donnersberger, Auditor; George M. Reynolds, Treasurer; John F. Neil, Secretary; J. F. Foster, General Superintendent; R. Redfield, Attorney; E. O. Greifenhagen, Superintendent of Employment.

Commissioners—Joseph Donnersberger, Edward Tilden, John Barton Payne; Henry G. Foreman, Charles L. Hutchinson.

The expenditures for park purposes of the South Park Commission for the year 1910 were $2,587,977.95.

Offices—In Washington Park, near Fifty-Seventh street and Cottage Grove avenue.

West Park System.

Officers—WILLIAM KOLACEK, President; William C. Eggert, Auditor; Bernard A. Eckhart, Treasurer; George A. Mugler, Secretary; J. M. Dingman, Assistant Secretary; A. C. Schrader, Superintendent and Engineer; Charles B. Pavlicek, Attorney; Jens Jensen, Consulting Landscape Architect; Arthur J. Stiles, Captain of Police.

Commissioners—William C. Eggert, John P. Hovland, William Kolacek, Joseph A. O'Donnell, John F. Smulski, Addison E. Wells.

Offices in Union Park, Lake street and Ashland boulevard.

Lincoln Park.

Commissioners—FRANCIS T. SIMMONS, President; Bryan Lathrop, Vice President; Frederick L. Wilk, Auditor; Leo Austrian, F. H. Gansbergen, Amos Pettibone, Charles H. Wilson.

Officers—Arthur S. Lewis, Secretary and Superintendent; Charles A. Churan, Attorney; Theodore Freeman, Treasurer; O. C. Simonds, Consulting Landscape Gardener.

Office in Academy of Sciences, Clark and Center streets.

Public Laundries in Chicago.

In a recent investigation of public laundries in Chicago the following facts developed. In the 105 laundries visited in Chicago 1,670 women were employed and 415 men. In all but thirty-two of these laundries there was fairly good light. The manner of work is productive of extreme heat and heavy vapor, and in seven establishments ventilating systems had been installed, which carried away all smells and steam. A large majority of the laundry buildings were provided with fire escapes, and pails, hose and other appliances for fighting fire. Of the 105 laundries, forty-six had dressing rooms and ten had dining rooms. The dressing room in nearly every case was provided with hot and cold water and clean towels; many of them also with lockers for clothing. Dining rooms had tables and chairs or benches, and often a pantry in connection, where lunch might be left until needed. All these places had separate closets for the sexes and all were clean and with running water. Of the thirty-two places

in poor condition, twenty were small places, employing few women and doing a limited amount of work. Chicago is fortunate in having few hand laundries running in conection with homes. In nearly all of this objectionable class the rooms were poorly lighted and poorly ventilated. Five were in basements and the walls of them were dirty and paper was hanging in tatters from the ceiling. Nineteen motor laundries had but one closet for both sexes, and many of these were insanitary and in basements where the men were doing the washing and where there was no privacy whatever. In one instance the one closet of the establishment was in the basement under the pavement, with no light except what came from a circular piece of glass set in the pavement and no ventilation but the open door. The water had been turned off and the basin was flushed with a pail of water; the floor was littered with soiled papers and the door was off its hinges. It was in plain sight of the men who were doing the washing in the basement, clad only in their undergarments.

In another laundry, while other conditions were very good, the one objectionable feature was one closet for both sexes and that in a dark, unwholesome basement, where the women had to pass among the washers to reach it. In one insanitary place, with no convenience or comfort for its employes, a messenger was kept to bring in beer in a pail.

Some idea may be formed of conditions in the poorly ventilated places by the statement of one employer whose place was in a basement. He said he supposed he would have to put in ventilating fans and exhaust pipes because the druggist upstairs was complaining about the steam that came into his place through the floor.

In several places light was admitted through windows in front which were immovable and consequently furnished no ventilation. At the back were small windows which were in close proximity to the rear of other buildings which cut off much of the light and air, and there was no artificial ventilation. One laundry which employed twenty-five women was on the fourth floor of the building, with no way in which to reach the work but by climbing three flights of stairs of twenty steps each. There was an elevator, but it was used only as a lift for clothes.

In the 105 establishments in Chicago one-half of the women workers were foreigners, Polish and Bohemian, speaking very little English. One-fourth were married. Some had married since beginning work in the establishments, but they continued to work.

Chicago Free Public Baths.

The Carter H. Harrison bath, named for its donator to the city, Carter H. Harrison, Sr., was opened January, 1894. This was the first free municipal bath in Chicago, and it is believed to have been the first in the world. Large cities in Europe have had municipal baths, but so far as known none were absolutely free, though the fee charged was merely nominal. From the Carter H. Harrison, Sr., bathhouse, with its seventeen showers, there has been a gradual increase until there are at present fifteen bathhouses. Following is given the location, cost, etc., of the various free public baths, including ground and equipment, and the date of opening.

Ward 3—Martin B. Madden; location, 3825 Wentworth avenue. Cost of ground, 50x125 feet, $5,000; building and equipment, $15,361; total, $20,361. Opened April, 1897.

Ward 4—John Wentworth; location, 2839-41 South Halsted street. Cost of ground, 50x130 feet, $2,850; building and equipment, $16,703.04; total, $19,553.04. Opened December, 1905.

Ward 5—William B. Ogden; location, 3346-48 Emerald avenue. Cost of ground, 48x124.5 feet, $1,650; building and equipment, $16,240.54; total, $17,890.54. Opened July, 1906.

Ward 9—William Loeffler; location, 1217 South Union street. Cost of ground, 24x108 feet, $3,500; building and equipment, $17,560.64; total, $21,060.64. Opened February, 1909.

Ward 10—Pilsen; location, 1849 Throop street. Cost of ground, 50x125 feet, $5,000; building and equipment, $19,155.07; total, $24,155.07. Opened March, 1908.

Ward 11—Simon Baruch; location, 1911 West Twentieth street. Cost of ground, 50x100 feet, $1,600; building and equipment, $24,676.82; total, $26,276.82. Opened April, 1910.

Ward 15—Joseph M. Medill; location, 2138-40 Grand avenue. Cost of ground, 50x100 feet, $1,839; building and equipment, $15,418.84; total, $17,257.84. Opened September, 1906.

Ward 16—Kosciuszko; location, 1444-46 Holt avenue. Cost of ground, 48x125 feet, $3,350; building and equipment, $14,410; total, $17,760. Opened April, 1904.

Ward 17—Theodore T. Gurney; location, 1139-41 West Chicago avenue. Cost of ground, 40x121 feet, $5,000; building and equipment, $16,730.43; total, $21,730.43. Opened May, 1906.

Ward 18—Robert A. Waller; location, 19 South Peoria street. Cost of ground, 25x125 feet, $3,270; building and equipment, $10,106.60; total, $13,376.60. Opened February, 1901.

Ward 19—Carter H. Harrison; location, 759 Mather street. Cost of ground, 25x118 feet, $4,230; building and equipment, $16,899.40; total, $21,129.40. Opened January, 1894.

Ward 22—De Witt C. Cregier; location, 1153-55 Gault court. Cost of ground, 50x100 feet, $3,750; building and equipment, $14,794.33; total, $18,544.33. Opened October, 1905.

Ward 24—Fernand Henrotin; location, 2415 North Marshfield avenue. Cost of ground (irregular, 38 feet in front, 80 feet in rear, 125 feet deep), $5,000; building and equipment, $2,042.53; total, $25,042.53. Opened September, 1908.

Ward 29—William Mavor; location, 4645-47 Gross avenue. Cost of ground, 50x122 feet, $2,000; building and equipment, $5,326.57; total, $7,326.57. Opened May, 1900.

Ward 30—Thomas Gahan; location, 4226-28 Wallace street. Cost of ground, 40x125 feet, $2,189; building and equipment, $17,285.62; total, $19,474.62. Opened November, 1907.

Total number of free public baths.....	15
Total cost of ground.....$	50.228.00
Total cost of buildings and equipment.....	240,711.43
Grand total cost.....$	290,939.43

Statistics of Chicago Real Estate.

The following are official figures as furnished by Abel Davis, Recorder of Deeds of Cook County, showing the Real Estate transfers filed for record in the Recorder's office for the year 1911 in comparison with the year 1910.

	1911		1910	
Month.	Number.	Consideration.	Number.	Consideration.
January	2,591	$ 11,501,196	2,287	$ 10,385,220
February	2,458	11,785,985	2,417	35,770,421
March	3,075	13,754,799	3,292	14,220,614
April	3,384	15,489,853	3,490	12,716,173
May	3,397	13,861,948	3,241	13,552,402
June	3,073	11,914,580	2,993	12,644,092
July	2,832	13,110,239	2,828	12,408,647
August	3,248	12,179,411	2,781	10,406,970
September	3,830	12,608,626	2,688	10,827,174
October	3,591	12,790,954	3,230	12,449,946
November	3,299	14,157,311	3,524	13,188,902
December	2,837	11,166,009	2,959	31,030,972
Total	37,615	$154,320,911	35,730	$171,701,533

DIVIDED.

	1911		1910	
	Number.	Consideration.	Number.	Consideration.
Within the city	32,261	$140,273,584	30,390	$156,663,499
Outside the city	5,354	14,047,327	5,340	15,038,034
Total	37,615	$154,320,911	35,730	$171,701,533

The year of 1911 shows a loss in consideration of $17,380,622 and a gain of 1,885 transfers as compared with 1910.

RECAPITULATION OF REAL ESTATE TRANSFERS FOR 18 YEARS.

Year.	Number.	Consideration.	Year.	Number.	Consideration.
1911	37,615	$154,320,911	1902	26,399	$126,822,483
1910	35,730	171,701,533	1901	23,036	112,753,443
1909	32,821	140,908,512	1900	20,934	103,570,893
1908	29,321	133,325,630	1899	20,666	112,108,427
1907	30,412	149,323,415	1898	20,410	104,153,782
1906	31,562	141,342,020	1897	22,796	120,165,252
1905	28,940	139,601,896	1896	22,550	105,037,140
1904	26,711	111,792,621	1895	27,111	134,348,783
1903	26,639	119,739,645	1894	33,631	153,076,257

Foreign Consuls in Chicago.

Austria-Hungary. Hugo Sylvestri (Consul-General),
816, 108 S. La Salle st. Main 1723.

Argentina. (Vacant at present.)

Belgium. Charles Henrotin,
506, 209 S. La Salle st. Harrison 6905.

Bolivia. Frederick W. Hornwell,
1502, 105 S. La Salle St. Randolph 599.

Brazil. Stuart R. Alexander,
183 N. Wabash ave. Central 5399.

Chile. M. J. Steffens,
307 E. 22nd st. Calumet 713.

Costa Rica. Berthold Singer,
189 W. Madison st. Main 40.

Cuba. Eduardo Patterson,
189 W. Madison st. Franklin 1991.

Denmark. George Bech,
79, 154 W. Randolph st. Franklin 2189.

Ecuador. Manuel Bustemente,
179 W. Washington st.

France.....Baron H. de St. Laurent,
157 W. Adams st. No phone.

Germany.....Alfred Geissler,
916 Peoples Gas Bldg. Randolph 2599.

Great Britain.....Horace Dickinson Nugent (Consul-General),
Pullman Bldg. Harrison 3244.

Greece.....Nicholas Salopoulos,
24, 143 N. Dearborn st. Central 5813.

Guatemala.....Jule F. Brower,
1331 First National Bank Bldg. Central 411.

Italy.....Count Luigi Provana del Sabbione,
432, 72 W. Adams st. Randolph 1328.

Japan.....Keiichi Yamasaki,
929, 122 S. Michigan ave. Central 5279.

*Mexico.....Augustin Pina,
1228 McCormick Bldg. No phone.

Netherlands.....George Birkhoff, Jr. (Consul-General),
58 W. Washington st. Central 2144.

Nicaragua.....Berthold Singer,
189 W. Madison st. Main 40.

Norway.....Oscar H. Haguan,
210, 135 W. Washington st. Franklin 684.

Panama.....Gustavo de Obaldia,
1125 Masonic Temple. Central 3019.

Persia.....R. T. Crane, Jr. (Consul-General),
1214 S. Canal St. Wabash 3123.

Peru.....W. M. L. Fiske,
234 S. La Salle st. Harrison 7485.

Portugal.....S. C. Simms (Vice-Consul),
7149 Jeffrey ave. Hyde Park 1597.

Russia.....Baron Ernst Schilling,
157 W. Adams st. Franklin 1014.

Santa Domingo...Frederick W. Job,
832 Marquette Bldg. Central 2310.

Siam.....Milward Adams,
Chicago Club. Harrison 1825.

Spain.....Berthold Singer,
189 W. Madison st. Main 40.

Sweden.....John R. Lindgren,
135 W. Washington st. Franklin 684.

Switzerland.....A. Holinger,
179 W. Washington st. Main 1191.

Turkey.....Charles Henrotin (Consul-General),
506, 209 S. La Salle st. Harrison 6905.

Uruguay.....John Moffitt,
127 N. Dearborn st. Randolph 3798.

*With consular jurisdiction in the states of Wisconsin, Minnesota, and Illinois.

Ward Superintendents.

Ward.	Name.	Yard.	Telephone.
1	George J. Lake	Randolph st. and Central ct.	Central 1513
2	A. J. Creighton	3400 Armour av	Douglas 573
3	M. J. Murphy	3400 Armour av	Douglas 573
4	Leopold Grand	2901 Lowe avenue	Yards 218
5	Peter Cashy	2910 Loomis street	Yards 3090
6	J. J. Carroll	118 E. 47th st	Oakland 931
7	T. L. Mulroy	6109 Cottage Grove av	Hyde Pk 152
8	W. J. Galligan	93rd and So. Chicago av	S. Chgo. 142
9	Jacob Schug	16th and String sts	Canal 1351
10	A. H. Smith	15th pl. and Loomis st	Canal 965
11	F. A. Hurley	15th pl. and Loomis st	Canal 965
12	J. J. Corbett	Washburn and Talman avs.	Lawnd. 1436
13	C. H. McDonald	Fillmore and Central Pk. avs.	Kedzie 372
14	W. J. Higgins	419 Hart st	Seeley 3943
15	C. E. Walsh	2720 W. Chicago av	Humb't 968
16	J. H. Burke	Paulina and North av	Monroe 2155
17	David McGann	1004 Austin av	Monroe 814
18	C. I. Smith	Adams st. and Center av	Monroe 2291
19	Joseph Kosta	806 S. May st	Monroe 2168
20	T. C. Ryan	2039 W. Madison st	West 1699
21	E. J. Alden	125 W. Huron st	North 1452
22	Felix Mitchell	942 Orleans st	North 909
23	T. F. McGrath	2020 Larrabee st	Lincoln 939
24	W. G. Conrath	2559 N. Ashland av	Lincoln 3216
25	R. P. Sullivan	3608 N. Halsted st	Lake V. 360
26	H. L. Vanderbosch.	Ashland av. and Byron st.	Lake V. 623
27	M. English	Short and Our sts	Jeff. Pk. 12
28	F. Monahan	Campbell av. and Cortland st.	Humb. 1469
29	A. E. Murphy	47th and Bishop sts	Yards 1040
30	J. McInerney	337 Swan st	Yards 5
31	S. J. Wiggins	216 W. 69th st	Went. 967
32	A. T. Dodson	69th st. and Lafayette av	Went. 912
33	S. C. Avery	116th and String sts	W. Pull. 141
34	J. J. Butler	1629 S. 40th court	Lawnd. 2286
35	Luke Cassidy	Kinzie st. and 48th av	Austin 70
	Thomas Fitzpatrick	Chicago av. and River	Monroe 4756
	Mr. Pritchard	2304 S. Ashland av	Canal 246

Sanitary District of Chicago.

President of the Board of Trustees—THOMAS A. SMYTH.

Board of Trustees—Adolph Bergman, Wallace G. Clark, Paul A. Hazard, Thomas J. Healy, Edward Kane, George W. Paulin, Thomas M. Sullivan, Edward I. Williams.

Clerk—Isaac N. Bryan.
Treasurer—George M. Reynolds.
Chief Engineer—George M. Wisner .
Attorney—John C. Williams.
Consulting Engineer—Isham Randolph.
Electrical Engineer—Edward B. Ellicott.
Marshal—Edward B. Erstman.

The Sanitary District of Chicago is a municipal corporation, organized under an Act of the General Assembly of the State of Illinois, approved May 29, 1889. Its affairs are administered by a board of trustees elected by the voters resident in the district. The first board of trustees was elected December 12, 1889, by a vote of the people, and entered upon the discharge of their duties as such trustees in January, 1890.

The original district included all the city north of Eighty-Seventh street except Norwood Park and Rogers Park and about 42 square miles of adjacent territory on the west. Its total area was 185 square miles. Legislation was passed later by the General Assembly of Illinois which annexed to the old district all of Chicago south of Eighty-seventh street, 78.60 square miles on the north of the city known as North Shore District, and on the south 94.50 square miles, known as the Calumet District, making the area as follows:

City of Chicago.....	190.638	square miles
Country	167.462	" "
Total of.....	358.100	" "

The law provides that "The Corporation may borrow money for corporate purposes, and may issue bonds therefor, but shall not become indebted, in any manner, or for any purpose, to an amount in the aggregate to exceed five per centum of the valuation of taxable property therein, to be ascertained by the last assessment for state and county taxes previous to the incurring of such indebtedness."

Population of Illinois by Minor Civil Divisions.

From a study of the report of the United States Census Bureau on Illinois it is learned how the population of the state is distributed by counties and minor civil divisions. The census, taken as of April 15, 1910, places the number of inhabitants at 5,638,591. Compared with a population of 4,821,550 in 1900, this represents an increase during the last decade of 817,041, or 16.9 per cent, the smallest relative increase shown at any census. During the same period the total population of continental United States increased 21 per cent.

Illinois has 242 cities. The population of Chicago is 2,185,283. Peoria, the second city, has a population of 66,950. East St. Louis and Springfield have 58,547 and 51,678 inhabitants, respectively. Of the remaining cities, eight have from 25,000 to 50,000, eighteen from 10,000 to 25,000, thirty-six from 5,000 to 10,000, sixty-one from 2,500 to 5,000 and 115 less than 2,500 inhabitants. The aggregate population of the 242 cities is 3,562,714, or 63.2 per cent of the total population of the state.

The population of the twelve cities having in 1910 over 25,000 inhabitants, as reported at each census since their incorporation, either as cities, towns or villages, so far as figures are available, together with the increase during each decade, show a percentage of increase. These cities are Aurora, Bloomington, Chicago, Danville, Decatur, East St. Louis, Elgin, Joliet, Peoria, Quincy, Rockford and Springfield. Of these cities, East St. Louis shows the highest percentage of increase during the last decade—namely, 97.4 per cent—and Quincy the lowest, nine-tenths of 1 per cent.

The population of Chicago increased 486,708, or 28.7 per cent, during the last decade, the lowest relative increase which it has shown at any census. During the preceding decade the increase was 598,725, or 54.4 per cent. From 1840 to 1890, inclusive, the percentage of increase in the population of the city did not fall below 100 per cent except for one decade, 1870-1880, when it was 68.3 per cent.

Illinois has 102 counties. The population of these counties ranges from 7,015 in Hardin county to 2,405,233 in Cook county.

Fifty-two counties have increased in population during the last decade, the rates of increase ranging from less than one-tenth of 1 per cent in Fayette county to 62.2 per cent in Williamson county, and the absolute increases from 10 in Fayette county to 566,498 in Cook county. Nineteen counties show a larger rate of

increase than is shown for the state as a whole, which, as before stated, was 16.9 per cent. Fifty counties have decreased in population during the last decade.

The total land area of the state is 56,043 square miles. The average number of persons to the square mile in 1910 was 100.6; in 1900 and 1890 it was 86 and 68.3, respectively. The average number per square mile for continental United States as a whole in 1910 was 30.9. In density of population Illinois ranks tenth among the states.

McLean county, with 1,191 square miles, has the largest area, and Putnam county, with 173 square miles, has the smallest area. Cook county, containing Chicago city, has the highest density of any county—namely, 2,578 persons per square mile.

In Illinois the counties are divided into 1,616 primary divisions, comprising 1,430 townships, 185 election precincts, and the city of Chicago. In eighty-six counties townships are the primary divisions, and in the remaining sixteen counties election precincts are the primary divisions. There are also 1,063 secondary divisions in the state, comprising 241 cities, 51 towns and 771 villages. These secondary divisions usually form parts of townships or precincts, but 10 cities, 1 village and 2 towns are co-extensive with the townships or election precincts in which they are located, while 1 city comprises the whole of one township and parts of two others.

The urban territory of the state in 1910—that is, the incorporated places of 2,500 inhabitants or more—contained 3,476,929 inhabitants, or 61.7 per cent of the total population, while 2,161,662 inhabitants, or 38.3 per cent, lived in rural territory. The urban territory as it existed in 1900—that is, the incorporated places then having 2,500 inhabitants or more—contained 2,616,368 inhabitants, or 54.3 per cent of the total population, while 2,205,182 inhabitants, or 45.7 per cent, lived in rural territory. There has thus been a considerable increase in the proportion of urban population. Chicago, the only city in the state having 100,000 inhabitants, contained 28.7 per cent of the total population of the state in 1890. This proportion increased to 35.2 per cent in 1900 and to 38.8 per cent in 1910.

The urban population of the state is contained in 242 cities, 51 towns and 771 villages. Of the total population, 38.3 per cent is classed as rural, 12 per cent being contained in 920 incorporated places of less than 2,500 inhabitants each and 26.4 per cent in unincorporated communities. The 920 places of less than 2,500

inhabitants each have an aggregate population of 675,240. These places comprise 222 having from 1,000 to 2,500 inhabitants each, with a combined population of 347,968; 275 having from 500 to 1,000 inhabitants each, with a combined population of 192,582; and 423 having less than 500 inhabitants each, with a combined population of 134,690.

Cook county has the largest proportion of urban population—namely, 96.5 per cent—and Rock Island county, with 72.7 per cent, contains the next largest proportion of urban population. In fourteen counties, more than 50 per cent of the population was urban in 1910.

Municipal Court of Chicago.

Chief Justice—HARRY OLSON.

Associate Justices—

Frederick L. Fake, Jr. (R.)	Edwin K. Walker (R.)
Max Eberhardt (R.)	Edward A. Dicker (R.)
Hency C. Beitler (R.)	Isadore H. Himes (R.)
Charles N. Goodnow (R.)	Arnold Heap (R.)
Oscar M. Torrison (R.)	Thomas F. Scully (D.)
Hosea W. Wells (R.)	Jacob W. Hopkins (D.)
Sheridan E. Fry (R.)	John R. Caverly (D.)
Joseph Z. Uhlir (R.)	Charles A. Williams (D.)
Hugh R. Stewart (R.)	Joseph A. Sabath (D.)
Freeman K. Blake (R.)	Harry P. Dolan (D.)
William W. Maxwell (R.)	James C. Martin (D.)
Judson F. Going (R.)	John J. Rooney (D.)
William N. Gemmill (R.)	John R. Newcomer (R.)
William N. Cottrell (R.)	

ADMINISTRATIVE STAFF.

Assistant to the Chief Justice—J. Kent Greene.

Executive Assistant—Walter V. Hayt.

Assistant—R. E. Miller.

Clerk—Homer K. Galpin, 729 West Monroe St.

Chief Deputy Clerk—George Walker.

Bailiff—Thomas M. Hunter, 225 South Prairie Ave.

THE COUNTY OF COOK.

The distinction between the city and county, in respect of public business, is not so palpable that it does not have to be made out by thinking about it. As to population, the city is the county and the county is the city, if but a little over 200,000 people in the suburban towns and districts are not given undue weight. The entire population of the county is 2,405,233, and of this number all but 219,950 dwell in the city; and probably a quarter of that small number do their work and make their money in Chicago. All, practically, of the male adults who own real property have their occasions for repairing several times a year to the twin building of the City Hall—the County Building—which marks the county's, and no less so the city's political center. And where, too, the taxpaying citizen of Chicago comes to time with his tax money; or when he must consult the real estate records; or has business in the courts, he must betake himself to the County's half of the great structure erected on the "public square," of which land city and county are joint and equal owners. But when one has arrived, one hardly knows whether he is in the county or the city half.

The Superior Court.

Superior Court Rooms, Eighth Floor, Court House.

JUDGES.

William H. McSurely (R.), Chief Justice, term expires 1917.
Theodore Brentano (R.), term expires 1915.
Richard E. Burke (D.), term expires 1917.
William Fennimore Cooper (D.), term expires 1917.
Thomas C. Clark (D.), term expires 1917.
William E. Dever (D.), term expires 1917.
Joseph H. Fitch (D.), term expires 1917.
Martin M. Gridley (R.), term expires 1916.
Marcus A. Kavanagh (R.), term expires 1917.
Charles A. McDonald (R.), term expires 1916.
Ben M. Smith (R.), term expires 1915.
Albert C. Barnes (R.), term expires 1917.
Henry V. Freeman (R.), term expires 1917.
Charles M. Foell (R.), term expires 1917.
Hugo Pam (R.), term expires 1917.
M. L. McKinley (D.), term expires 1917.
Dennis E. Sullivan (D.), term expires 1917.
Clarence M. Goodwin (D.), term expires 1917.
Extra judges on tenth floor.
Clerk—Charles W. Vail.
Chief Deputy Clerk—Charles E. Sherman.

MASTERS IN CHANCERY

Of the Superior Court of Cook County.

Charles C. Stillwell, appointed by Judge Cooper.
John S. Humer, appointed by Judge McDonald.
C. Arch Williams, appointed by Judge McSurely.
Sidney S. Pollack, appointed by Judge Sullivan.
Wirt E. Humphrey, appointed by Judge Brentano.
James I. Ennis, appointed by Judge Fitch.
Charles J. Trainor, appointed by Judge Dever.
John F. Holland, appointed by Judge Burke.
James V. O'Donnell, appointed by Judge Kavanagh.
David F. Matchett, appointed by Judge Barnes.
John J. Sullivan, appointed by Judge Goodwin.
John M. Hume, appointed by Judge Foell.
Charles T. Mason, appointed by Judge Pam.
James Turnock, appointed by Judge Clark.
Charles P. Abbey, appointed by Judge Smith.
Joseph Weissenbach, appointed by Judge Freeman.
Lee J. Doyle, appointed by Judge Gridley.
Michael E. Maher, appointed by Judge McKinley.

The Circuit Court.

Circuit Court Rooms, Seventh Floor, Court House.

JUDGES.

Merritt W. Pinckney (R.), Chief Justice, term expires 1915.
Frank Baker (D.), term expires 1915.
Jesse A. Baldwin (R.), term expires 1915.
John Gibbons (R.), term expires 1915.
Charles M. Walker (D.), term expires 1915.
Lockwood Honore (D.), term expires 1915.
George Kersten (D.), term expires 1915.
Edward O. Brown (D.), term expires 1917.
Kickham Scanlan (R.), term expires 1915.
Frederick A. Smith (R.), term expires 1915.
John P. McGoorty (D.), term expires 1917.
Richard S. Tuthill (R.), term expires 1915.
Adelor J. Petit (R), term expires 1915.
Thomas G. Windes (D.), term expires 1915.
Clerk—Joseph E. Bidwill, Jr.
Chief Deputy Clerk—Louis Hutt.

MASTERS IN CHANCERY.

Of the Circuit Court of Cook County.

Sigmund Zeisler, appointed by Judge Walker.
William A. Doyle, appointed by Judge Windes.
Stillman Jameison, appointed by Judge Gibbons.
Roswell B. Mason, appointed by Judge Mack.
Frederick Sass, appointed by Judge Smith.
Granville W. Browning, appointed by Judge Honore.
Ralph W. Condee, appointed by Judge Petit.
Dennis W. Sullivan, appointed by Judge Kersten.
John W. Ellis, appointed by Judge Pinckney.
George Mills Rogers, appointed by Judge Baker.
Thomas Taylor, Jr., appointed by Judge Baldwin.
Albert W. Brickwood, appointed by Judge Scanlan.
Rich S. Folsom, appointed by Judge Brown.
Horatio L. Wait, appointed by Judge Tuthill.

The County Court.

Presiding Judge—JOHN E. OWENS.

The County Court was established in 1848 by an act of legislature under the new constitution adopted that year. The first judge of the County Court proper was Henry L. Rucker. He was elected to office in 1849 and served two terms. Following him came William T. Barron, James B. Bradwell, Martin R. M. Wallace, Mason B. Loomis, Richard Prendergast, Frank Scales, Orrin N. Carter, now Chief Justice of the Supreme Court of the state, and Lewis Rinaker. At the present time John E. Owens is the presiding judge.

During the past year Judge Owens has heard 1,865 insane cases, 191 adoptions, 82 bastardy settlements, four common law calendars, involving 362 law suits. The common law suits have increased 50 per cent in the past year and it is the aim of Judge Owens to give the lawyers a law calendar every month. There were 680 city and county special assessment cases filed during the past year and 504 inheritance tax cases, of which the sum of $1,300,000 was taxed and collected. In addition the court had a large number of fraud complaints filed by the Election Commissioners' office and very often the court held night sessions in order to hear these complaints. Also were heard 718 support cases, where petitions for support, upon proper complaint, are filed in the Country Court for the use of any poor person unable to support him or herself by reason of age, bodily infirmity,

idiocy, lunacy or other unavoidable cause. Each week in 60 per cent of the cases action of some kind must be taken. In the more stubborn ones contempt attachments and jail commitments are necessary to enforce obedience to orders requiring the payment of support money, entered by the County Court.

The amount collected and disbursed in support cases through the office of the clerk of the County Court was $51,066.94, the number of persons involved as beneficiaries in suits commenced and tried during fiscal year was 3,590, and the number of contempt commitments to county jail for failure to comply with court judgments for support was 53, and the number of persons committed to state asylum as charges on Cook County, feeble-minded, deaf, dumb and blind, 82.

There were quite a number of election contests heard, among them the notable primary contest of Edward Dunne vs. Carter H. Harrison.

Probate Court.

Court Room, Sixth Floor Court House.

Probate Judge—Charles S. Cutting. Term expires 1914.

The Sheriff's Office.

(Fourth floor, County Building.)

Sheriff—MICHAEL ZIMMER.

Assistant Sheriff—William H. Ehemann.
Chief Deputy—Charles W. Peters.
Jailer—W. T. Davis.
Custodian County Building—Robert E. Burke.
Custodian Criminal Court Building—Isaac Pomarance.
Chief Bailiff Civil Courts—Charles S. Brannon.
Chief Bailiff Criminal Court—Richard J. McGrath.

Sheriff Zimmer, in his first year of the office, collected $58,514.56, or $5,000 more than did his predecessor for the preceding year. The money disbursed for incidentals exceeded by barely $3 the sum paid out in the twelve-month before. The number of writs issued in the same period by the various courts, and served by the sheriff's officers, was 103,358, or an increase of 6,975, with no additional help. The number of pauper writs and people's cases in the Criminal Court served was 84,467, an increase of 8,505 for that class of prosecutors. To explain the term pauper writs. Pauper writs are—just what the term im-

plies; any poor person who has a case, or thinks he has, and is absolutely destitute of pecuniary means, may have a writ served as well as the rich. The costs in such cases are charged up, and payment is made if and when money is realized by whomsoever the writ is in favor of. The number of assistants attached to the offices, all told, is 494. The number of miles traveled on duty, in 1911, was 1,537,785, as against 1,344,449 miles in 1910. The fees earned in the latter year amounted to $201,964.70, while those earned by Sheriff Zimmer in 1911 reached the sum of $207,759.85. The total of writs served by the late sheriff was 170,232, and the number served by Sheriff Zimmer during the year was 187,805. The dieting of the prisoners constitutes a large item, and it is carefully looked after by the Sheriff himself, not for any perquisites; these are abolished; but to make a good record for economy with a sufficiency of wholesome food. So all things of an executive or ministerial nature, in or connected with this office, when taken together, are seen to impose much labor and great responsibility upon the man at the head of it. And it appears, too, that in order to avoid trouble and loss, he should be the equal, at any rate, in judicial sureness of any judge on the state bench. The Supreme Court has just rendered a decision in a case in which Sheriff Zimmer was made a party defendant, to the effect that where there is a question of jurisdiction in a habeas corpus proceeding, and two judges make conflicting orders, the Sheriff must obey one judge or the other, but does so at his peril. If he presumes to overrule either judge, and then hits on the right course, he is thought to be safe. But the courts, of which he is an officer, will make no move to protect him when in danger. The salary of the sheriff—so the law declares—must be less than that of a Circuit Judge of the County Courts, which is $10.000 So it is made a few hundred dollars less than ten thousand annually. In Philadelphia the salary of the sheriff is $12,000 and in New York County it is $12,000 and half the fees added, making the emoluments $100,000 a year. In Sheriff Zimmer's office one hears mentioned the sum of $100,000, but here it is the amount of bond he gives, as also it is the amount of the bond given by his chief deputy. He by law is denied a re-election; but he is not free of his bond till sixteen years have come and gone. From all which it is seen that the office of the Sheriff of Cook County is not a place of official ease, to be sought mainly because of the salary attaching to it. But as the holder of the office is an officer of the state, and may on occasion wield the power of the state, it is one of equal dignity and authority. In New England it is, as for long ages it has been in Old England, regarded as one of the most considerable of public offices. The

title is, High Sheriff. The first Sheriff of London was appointed by the King in 1079—his name was Richard Reynere; the second of London's sheriffs was one Cornhill, after whom Cornhill street was called. The first sheriff of Dublin, Ireland, was appointed in 1308. In Scotland there were sheriffs at about as early a date. In those days it was not deemed unwise to continue a sheriff in office for a longer time than it took for one term. There is record of one man's holding the office continuously for forty years, and in certain counties of England it was made hereditary.

Cook County was created in 1831, and the first Sheriff was elected the next year. His name was Stephen Forbes.

State's Attorney of Cook County.

State's Attorney—JOHN E. W. WAYMAN.

Assistants—Benedict J. Short, Thomas Marshall, Edward S. Day, Victor P. Arnold, Zach Hofheimer, Frederic Burnham, John E. Northrup, Jeremiah Sullivan, William H. Feindt, George H. Guenther, John T. Fleming, Otto B. Schram, D. M. Brothers, Edward H. Taylor, George J. Crane, Charles V. Barrett, Claude F. Smith, Robert E. Crowe, William R. Fetzer, F. L. Fairbank, Joseph C. Pisha, Julius Jaffe, Francis M. Lowes, Louis Pinderski, James A. Scott, Joseph A. Smejkal, Harry Thompson, William W. Witty. Alfred O. Erickson.

Board of County Commissioners.

President—PETER BARTZEN.

Secretary to the President—Bernard J. Larkin.

Clerk of the County Board—Robert M. Sweitzer.

Superintendent Public Service—James S. Slattery.

Commissioners—

August C. Boeber	Bartley Burg,
William Busse,	Joseph Carolan,
Lawrence J. Coffey,	Joseph M. Fitzgerald,
Charles Glennan,	Daniel J. Harris,
William C. Hartray,	Stanley Kuflewski,
Joseph Mendel,	Frank Ragen,
Dr. George Sultan,	Alfred Van Steenberg.

Peter J. Ellert, Committee Clerk.

The Board of County Commissioners legislates on all county matters that are not directly under the control of heads of departments elected by the people.

The President of the Board of Commissioners is ex-officio member of all committees.

County Attorney.

County Attorney—FRANCIS S. WILSON.
Assistant County Attorneys—Wm. F. Struckmann, Charles L. Daly, David W. Taylor, Louis B. Anderson.
Peter A. Schmitz, tax expert.
Clerk—G. D. Hoffman.

County Clerk's Office.

County Clerk—ROBERT M. SWEITZER.
Chief Clerk—James A. Long.
Marriage License Clerk—Louis C. Legner; Vital Statistics, Chris Jensen; Redemptions, Frank O. Gorman; Cashier, Jerry S. Meyer; Bookkeeper, John P. Keevers; Tax Extension, Martin J. O'Brien.

County Treasurer's Office.

County Treasurer—WILLIAM L. O'CONNELL.
Assistant Treasurer—Marx Jacobowsky.
Chief Clerk—Otto Rexes.

County Comptroller's Office.

County Comptroller—ROBERT M. SWEITZER.
Deputy Comptroller—Frank S. Ryan.
Chief Clerk—Edward J. McCarthy.

Recorder of Deeds.

Recorder of Deeds—ABEL DAVIS.
Chief Clerk—John V. Clinnin.

Registrar of Titles.

Registrar—ABEL DAVIS.
Examiners—Charles P. Farson, Edgar Parnell.

Civil Service Commission.

Commissioners—**BALLARD DUNN, President**; Frederick Greer; John H. Fichter, Secretary.

Jury Commission.

Commissioners—**WILLIAM A. AMBERG, President;** Joseph H. Barnett, secretary; James A. McLain.
Clerk—Roswell H. Mason.

Dunning Institutions.

Superintendent County Hospital—JOSEPH F. PERCIVAL.
Warden—Henry L. Bailey.
Assistant Warden—David B. Teter.

Coroner's Office.

Coroner—PETER M. HOFFMAN.
Chief Clerk—David R. Jones.
Chief Physician—Dr. Warren M. Hunter.
Assistant Physicians—Dr. E. R. Le Count, Dr. Jos. Springer.
Deputies—D. J. Gillespie, Michael G. Walsh, Matt Conrad, S. L. Davis, George Hitzman, C. F. Kennedy, William Ostrom, C. E. Julian, Michael P. Hartney, A. Herman.

Board of Assessors.

Members—**WALTER E. SCHMIDT, President;** Adam Wolf, A. W. Miller, W. H. Weber, Frank W. Koraleski.
Chief Clerk—William Kingsley.

Board of Review.

Members—Fred W. Upham, Thomas J. Webb, Roy O. West.
Chief Clerk—Frank A. Vogler.

Other Officers.

County Superintendent of Schools—Edward J. Tobin.
County Physician—Dr. George F. Butler.
County Agent—Joseph Meyer.
Assistant County Agent—Peter McMeginnis,
County Surveyor—E. A. Rossiter.
County Architect—Paul Gerhardt.
Public Administrator—John F. Devine.
County Auditor—William J. Krueger.

Genesis of Cook County Towns.

The following gives the genesis of Cook county towns at present existing. Of the original towns, six—Lake View, Jefferson, Lake and the North, South and West towns of the City of Chicago, and afterward the newer town of Hyde Park—have been abolished. Four new towns, Oak Park, Ridgeville, Berwyn and Stickney, have been created—Oak Park in 1901, Ridgeville in 1905, Berwyn in 1902 and Stickney in 1901.

Evanston—Until Cook county was organized into townships in 1850 the territory that afterward comprised Evanston was included in the Gross Point district. In 1850, when the township of Ridgeville was organized, it included the present town of Evanston and the then town of Lake View. Thus it continued until the township of Evanston was formed in 1857, and the Wilmette Reservation was added to the latter. In 1859 this territory was disconnected from the township of Evanston and added to New Trier. Phillip Rogers was the pioneer settler of the town of Evanston.

New Trier—The town of New Trier was organized in April, 1850. It was formed of territory, 1,200 acres of land, which was ceded by the United States to Anton Wilmette, as compensation for his services to the government at the time of the treaty with the Pottowatomie Indians. The land was situated about fourteen miles from Chicago. Three villages grew up in New Trier—Wilmette, Winnetka and Glencoe.

Niles—On April 2, 1850, the township of Niles was organized. There is extant no record showing how or why the name was chosen. Originally it was bounded on the north by Northfield and New Trier, on the east by Evanston, on the south by Jefferson and Maine. The first settler was Joseph Curtis.

Norwood Park—Norwood Park was made a town out of territory that belonged to Jefferson and New Trier, by special act of the legislature, approved March 20, 1874. Both Jefferson and New Trier opposed the creation of the new town, but the County Board sustained the act.

Maine—The township of Maine was organized in 1850 under the general law. It was then bounded on the north by Wheeling and Northfield, on the east by Niles, on the south by Leyden and on the west by Elk Grove. The Desplaines river runs through it from north to south. The first settler on the land of this township was a Captain Wright, who came to it from Vermont in 1832.

Wheeling—This town was organized April 2, 1850, at a meeting of the legal voters. It lies in the north part of Cook county and is bounded on the north by Lake county, on the east by Northfield, on the south by Maine and Elk Grove, and on the west by Palatine. The first settler was a Mr. Wright.

Calumet—The township of Calumet, at the time of its organization, was bounded on the north by Lake, on the east by Hyde Park, on the south by Thornton and on the west by Worth. The town was organized June 17, 1862, and on that same date the first election was held. T. C. Morgan was the first supervisor elected. It had within its limits the villages of Blue Island, Washington Heights and Morgan Park, and a part of Riverside.

Worth—The town of Worth is situated in the central part of the county and contains thirty-six square miles. Before its organization in 1850, Worth formed a part of what was then known as York Precinct, being composed of the future towns of Worth, Bremen, Palos, Orland and Lemont. The first town meeting was held on April 2, 1850, and the first supervisor elected was Henry Douglass.

Cicero—The town of Cicero lies immediately west of Chicago. It is bounded on the north by Jefferson (now the Twenty-seventh ward), on the east by Chicago, on the south by the territory that was Lake township and Lyons, and on the west by Proviso. North avenue lies on its northern boundary and Egan avenue on its southern. Originally Cicero contained six square miles, but in 1869 a strip two miles in width off its eastern side was added to the city of Chicago.

Proviso—The town of Proviso lies in the western part of the county and is bounded on the north by Leyden, on the east by Cicero and Riverside, on the south by Riverside and Lyons, and on the west by Du Page county. It originally contained thirty-six sections, but in 1870 the township of Riverside, consisting of four southwestern sections, were set off in a separate township. The first settler of the town was Aaron Parcell in 1832. The town was organized April 2, 1850.

Lyons—The township of Lyons comprises fifty-four sections and is nine miles wide by six in length. It is traversed by the Desplaines river and by the Drainage Canal. Formerly its population was composed wholly of farmers, among whom was John Wentworth, such times as he temporarily retired from Chicago and rested from politics in the country. The township was first organized on April 2, 1850, and at the election held on that date.

Palos—The town of Palos is situated in the southwestern portion of the county, and is bounded on the north by Lyons, on the east by Worth, on the south by Orland, and on the west by Lemont and Downer's Grove in Du Page county. The first white people to settle within the present limits of the town of Palos were the Paddock family in 1834 and Samuel Mahaffy in the same year. This town was organized in 1850 under the name of Trenton, the first election being held on the 2d of April of that year. The name was almost immediately changed to Palos.

Orland—The township of Orland was originally situated in what was then called York precinct. Henry Taylor was the first settler. It is bounded on the north by Palos, on the east by Bremen, on the southeast by Frankfort and Homer townships in Will county. It was organized on April 2, 1850.

Palantine—This town lies in the northwest part of Cook county and is bounded on the north by Lake county, on the east by Wheeling, on the west by Barrington and on the south by Salt creek. Originally there were several groves in the township and among them Deer Grove, that had been so named by the Indians. The town was organized on April 2, 1850. It was put to a vote of the inhabitants, whether the name should be Yankton or Palatine and the majority was for Palatine.

Barrington—This town is located in the northeast corner of the county, and is bounded on the north by Schaumberg and Hanover and on the west by Dundee in Kane county. Originally it was three-fourths prairie and one-fourth timber. Previous to 1841 all the houses in the township were of logs. The first settlers were Joseph F. Miller and William Van Orsdell. The town was organized on April 2, 1850. Many of the inhabitants had come from Great Barrington, Massachusetts, and hence the selection of the name Barrington.

Lemont—Lemont township is situated in the angle formed by the junction of Will county with the county of Cook. Until its organization in 1850, Lemont, or Palmyra, as it was then called, was located in York precinct.

Elk Grove—This town is in the northwestern part of the county and is bounded on the north by Palatine and Wheeling, on the east by Maine, on the south by Addison in Du Page county, and on the west by Schaumberg. At the time of the organization in 1850 it numbered 350 inhabitants.

Thornton—The township of Thornton is situated in the southeast corner of the county, and is bounded on the north by Calumet,

on the east by Lake county, Indiana, on the south by Bloom township and on the west by Bremen. It contains fifty square miles and has within its limits Burnham, Dalton, Lansing, Phoenix, South Holland and West Hammond villages, Harvey city and parts of Homeward, Posen and Riverdale villages. Its center is twenty-five miles from Chicago. It was first organized in 1850.

Schaumberg—The name of this township was taken from Schaumberg-Lippe, a principality of Germany. The inhabitants were mostly Germans, though the first settler was Trumbull Kent, who came from Oswego county, New York. The town was first organized in 1850.

Northfield—This town is situated in the northern part of the county and is bounded on the north by Lake county, on the east by New Trier, on the south by Niles township and on the west by Wheeling. It is almost exclusively an agricultural town and contains thirty-four and a half sections of land. The Desplaines river runs along the south half of the western boundary and the north branch of the Chicago river. The town was organized in 1850.

Hanover—This town is bounded on the north by Kane county and Barrington township, on the east by Schaumberg, on the south by Wayne township in Du Page county and on the west by Kane county. Originally there were twelve sections of timber in the town, in a belt about two miles wide. The name of Hoosier Grove was given to this timber by the first settlers, who were mostly from Indiana. The town was first organized April 2 ,1850.

Riverside—The township of Riverside is the smallest in the county, comprising but four sections of land. Nearly three-fourths of this territory is embraced in the village of Riverside, which also is incorporated. The first white settlers in this quarter were two brothers, Indian traders, David and Barney Laughton, who came in 1828 and built a trading house near the Springs, between the present villages of Lyons and Riverside. Stephen Forbes, the first sheriff of Cook county, came to Chicago in 1829 and in 1831 located near where now is the village of Riverside. The town as now constituted was organized in 1870, the territory for the purpose having just been set off from the township of Proviso.

Leyden—This town is bounded on the north by Maine and Norwood Park, on the east by Norwood Park and Jefferson (now the Twenty-seventh ward of Chicago), on the south by Proviso and on the west by Addison township in Du Page county. Leyden was originally a region of reservations, there having been by the

treaty of Prairie du Chien, made July, 1829, two large reservations set apart for two half-breeds, who had been of service to the government, Alexander Robinson and Claude Laframboise. The town was organized on April 2, 1850.

Bremen—Bremen is bounded on the north by Worth, on the east by Thornton, on the south by Rich and on the west by Orland. One of the early settlers was John F. Cogue, who was the first town clerk, and he held that position for fifteen consecutive years. The town was first organized in 1850.

Rich—This town was organized in 1850. It is bounded on the north by the township of Bremen, on the east by the township of Bloom, on the south and west by Will county. In its territory is the junction of the Illinois Central and the Michigan Central railroads; through this junction passed the first train over the Illinois Central road to Joliet in January, 1852, and the first over the Joliet division of the Michigan Central in June, 1853. The town contains some of the oldest German hamlets in the county.

Bloom—Originally the town of Bloom was a part of what was then known as Thornton precinct, composed of the towns of Bloom, Rich and Thornton. It is an agricultural territory watered by several stream tributary to the Calumet river. The town was first organized April 2, 1850.

North Shore Towns.

From Chicago.	Town.	Elevation Above Lake.
12 miles	Evanston	14 feet.
15 miles	Wilmette	31 feet.
16 miles	Kenilworth	33 feet.
17½ miles	Winnetka	71 feet.
18½ miles	Lake Side	78 feet.
20 miles	Glencoe	92 feet.
24 miles	Highland Park	111 feet.
25½ miles	Highwood	103 feet.
26½ miles	Sheridan	119 feet.
29½ miles	Lake Forest	119 feet.
31½ miles	Lake Bluff	97 feet.
37 miles	Waukegan	60 feet.

Chicago to the Mississippi River.

The distance from Lake Michigan to the Mississippi River by way of the Chicago River, the Sanitary and Ship Canal, the Illinois and Michigan Canal, and the Illinois River is 325.82 miles, made up as follows:

	Miles.
Chicago River from end of north pier to Robey street	6.25
Sanitary Canal, Robey street to junction with Illinois and Michigan Canal at Joliet	32.35
Illinois and Michigan Canal, Joliet to Illinois River at La Salle	64.02
Illinois River, La Salle to mouth at Grafton	223.20
Total	325.82

The Illinois and Michigan Canal commences on the South Branch of the Chicago River 5.70 miles from the end of the north pier at the mouth of the river, its total length thence to its junction with the Illinois River at La Salle being 95.82 miles. The canal was intended to be 60 feet wide at the water surface, 48 feet wide on the bottom, with locks 110 feet long, 18 feet wide, and having a depth of 6 feet on the miter sills. There are 15 lift locks and one guard lock. The canal is falling into decay.

In 1910, the Canal Commissioners gave the following as the maximum dimensions of boats that could pass through the canal: Length, 100 feet; beam, 16 feet 2 inches at the water surface and 14 feet at the bottom; height above water-level, 11½ feet. The canal from its connection with the Chicago River to Lockport cannot be used by boats of greater draft that 3 feet except where the Bridgeport pumping plant is in operation, which increases the draft to about 4½ feet. As a result of the connection established between the Sanitary Canal and the Illinois and Michigan Canal (described under preceding head), the portion of the latter canal between the Chicago River and Joliet will not be of use for navigation from Chicago to the Illinois River.

Practically all boats (subject to bridge head room) now use the Sanitary Canal and lock to the above-mentioned connection. Thence in the Illinois and Michigan Canal, to the Illinois River, the Canal Commissioners intend during 1912 to maintain the channel with a minimum depth of 4 feet 8 inches.

The available draft at low water in the Illinois River between La Salle and Peoria is 6 feet, and between Peoria and the Mississippi River 7 feet; this is the projected depth. There are four

locks in the Illinois River between La Salle and the Mississippi, each 350 feet long, 75 feet wide, with 7 feet depth on the miter sills. The first two below La Salle (one at Henry, 196 miles above the mouth, and one at Copperas Creek, 137 miles above the mouth) are operated by the State of Illinois, and tolls are collected. The other two (one at Lagrange, 79 miles above the mouth, and one at Kampsville, 31 miles above the mouth) are operated by the United States and are free from tolls. The entire route is subject to United States laws in regard to rules of the road, steamboat and inspection, and other uses of navigable waters.

The Illinois and Mississippi Canal extends from a point about 2.75 miles above Hennepin, on the Illinois River, in a westerly direction via Bureau Creek valley to Rock River at the mouth of Green River; thence in the bed of Rock River to the rapids near Milan, Ill., and thence by canal to the Mississippi River at the mouth of Rock River; total length of main line, about 75 miles. The feeder extends from Rock River at Rock Falls, Ill., about 29 miles southward, meeting the main line in mile 28. At low water the summit level is 196 feet above Illinois River and 93 feet above Mississippi River.

The project was adopted in 1890 and the work begun in 1892. The canal was originally intended as a link in a waterway from Lake Michigan to the upper Mississippi; it is completed and in operation. There still remains work of revetting, finishing, and dredging in Rock River, which is progressing in connection with operation of the canal.

The canal is 80 feet wide at water surface, 7 feet deep, with locks 170 feet long between quoins and 35 feet wide, capable of passing barges of at least 140 feet length, 34 feet beam, and 840 gross tonnage. Water is supplied from Rock River and controlled by a guard lock at Rock Falls. There are 33 locks built of concrete; lift of the various locks is from 6 to 12 feet each. The canal further includes 67 highway bridges, 8 railroad bridges, 2 pontoon bridges, 1 farm bridge, 9 aqueducts lined with reinforced concrete, 62 culverts, 3 dams, 34 sluice-gates, lockhouses, etc. The bridges have a clear height above the water surface of 17 feet on the main line and 12 feet on the feeder.

Assessed Valuation of Real and Personal Property in the City of Chicago, by Towns, for 1910.

Beginning with the year 1909, in accordance with an act passed by the State Legislature increasing the assessed valuation of property from one-fifth to one-third of the full value, the assessed valuation of property for tax purposes, herewith given, as assessed by the Board of Assessors, then revised by the Board of Review, and finally equalized by the State Board of Equalization, is one-third of the assessed actual, or full value.

Town.	Real Estate.	Personal Property.	Capital Stock.	Railroads.	Grand Totals.
South Chicago	$213,536,754	$98,$39,643	$22,655,748	$7,031,566	$341,263,711
West Chicago	148,281,970	28,589,379	573,350	9,128,970	186,573,669
Hyde Park	81,489,781	15,596,977	122,750	6,757,987	103,967,495
North Chicago	41,525,995	19,419,670	5,796,500	1,588,279	68,330,444
Lake	46,561,172	9,661,495	116,000	8,239,910	64,578,577
Lake View	45,940,040	6,321,051	83,000	1,880,053	54,224,144
Jefferson	18,552,191	897,897	5,500	1,619,119	21,074,707
Calumet (part)	3,965,694	391,145	11,000	1,004,469	5,372,308
Evanston (part)	2,934,280	308,903	.....	81,954	3,325,137
Norwood Park (part)	211,478	17,327	.....	28,090	256,895
Niles (part)	19,009	.....	.....	.....	19,009
Maine (part)	4,511	392	.....	3,537	8,440
Total, 1910	$603,022,875	$179,243,879	$29,363,848	$37,363,934	$848,994,536
Total, 1909	586,253,655	175,219,881	34,322,841	37,354,520	833,150,897
Total, 1908	344,499,927	91,960,542	17,982,698	22,747,232	* 477,190,399
Total, 1907	346,843,590	98,343,155	9,953,200	22,782,031	* 477,921,976

*Totals for 1908 and prior years are based on the old law, making the assessed value one-fifth of the actual or full value.

Tax Rates for the Year 1910 in the City of Chicago (a).

Township.	State.	County.	City. (c)	Schools. (d)	Sanitary. Dist.	Park.	Town.	Lake Shore Protection.	Boulevard.	Total Rate.
South Chicago	0.30	0.53	1.41	1.55	0.34	0.51	....	....	....	4.64
West Chicago	0.30	0.53	1.41	1.55	0.34	0.77	....	....	0.05	4.95
Hyde Park	0.30	0.53	1.41	1.55	0.34	0.51	....	....	....	4.64
North Chicago	0.30	0.53	1.41	1.55	0.34	0.54	0.13	0.08	....	4.88
Lake	0.30	0.53	1.41	1.55	0.34	0.51	....	....	....	4.64
Lake View	0.30	0.53	1.41	1.55	0.34	0.76	0.12	....	....	5.01
Jefferson: Area not in Park District	0.30	0.53	1.41	1.55	0.34	....	....	....	....	4.13
Jefferson: Irving Park District	0.30	0.53	1.41	1.55	0.34	0.20	....	....	....	4.33
Calumet: Area not in Park District (b)	0.30	0.53	1.41	1.55	0.34	....	0.10	....	....	4.23
Calumet: Calumet Park District (b)	0.30	0.53	1.41	1.55	0.34	0.27	0.10	....	....	4.50
Calumet: Fernwood Park District (b)	0.30	0.53	1.41	1.55	0.34	0.50	0.10	....	....	4.73
Calumet: Ridge Park District (b)	0.30	0.53	1.41	1.55	0.34	0.55	0.10	....	....	4.78
Evanston: Ridge Ave. Park District (b)	0.30	0.53	1.41	1.55	0.34	0.40	0.06	....	....	4.59
Evanston: North Shore Park District (b)	0.30	0.53	1.41	1.55	0.34	0.43	0.06	....	....	4.62
Norwood Park (b)	0.30	0.53	1.41	1.55	0.34	....	0.06	....	....	4.19
Niles (b)	0.30	0.53	1.41	1.55	0.34	....	0.10	....	....	4.23
Maine (b)	0.30	0.53	1.41	1.55	0.34	....	....	....	....	4.13

(a) Tax rates apply to the $100.00 assessed valuation, which is one-third of the actual or full value.
(b) Part of township within city limits.
(c) Includes city corporate, interest, sinking funds, tuberculosis sanitarium and public library.
(d) Includes educational and building purposes.

Rate of Taxation and Amount of Taxes Levied by the County Clerk for All Purposes in the City of Chicago for the Years 1910 and 1909.

	Rate in 1910.	Taxes Levied in 1910.	Rate in 1909.	Taxes Levied in 1909.
MUNICIPAL:				
City Corporate	0.9743	$ 8,271,753.76	0.9654	$ 8,043,238.76
City, Interest and Sinking Funds	0.3483	2,957,047.97	0.3435	2,861,873.33
Tuberculosis Sanitarium	0.050	424,497.27	.....	.....
Public Schools, Educational	1.1205	9,512,983.78	1.0599	8,830,566.36
Public Schools, Buildings	0.4295	3,646,431.53	0.4801	3,999,957.46
Public Library	0.0374	317,523.96	0.0411	342,425.01
Total for Municipal Purposes	2.9600	$25,130,238.27	2.8900	$24,078,060.92
PARKS:				
South Parks	0.51	$ 2,600,029.89	0.440	$ 2,223,487.30
West Parks	0.82	1,529,904.09	0.880	1,600,829.28
North Parks, total	....	835,752.25	.....	902,011.41
North Chicago (including Lake Shore Protection)	0.62	423,648.75	0.690	463,092.42
Lake View	0.76	412,103.50	0.860	438,918.99
Jefferson: Irving Park District	0.20	9,214.59	.....	.....
Evanston: Ridge Ave. Park District	0.40	3,538.88	0.240	2,015.81
Evanston: North Shore Park District	0.43	10,493.79	0.310	6,741.94
Calumet: Calumet Park District	0.27	1,112.00	.....	.....
Calumet: Fernwood Park District	0.50	3,854.58	0.400	3,037.81
Calumet: Ridge Park District	0.55	6,520.03	0.490	5,362.75
Total for Park Purposes	....	$ 4.999,420.10	.....	$ 4,743,486.30

Rate of Taxation and Amount of Taxes Levied by the County Clerk for All Purposes in the City of Chicago for the Years 1910 and 1909—Continued.

	Rate in 1910.	Taxes Levied in 1910.	Rate in 1909.	Taxes Levied in 1909.
TOWN TAXES:				
North Chicago	0.13	$ 88,829.58	0.120	$ 80,537.81
Lake View	0.12	65,068.97	0.130	66,348.22
Calumet (part)	0.10	5,372.31	0.120	6,210.55
Evanston (part)	0.06	1,995.08	0.080	2,411.79
Norwood Park (part)	0.06	154.14	0.130	321.59
Niles (part)	0.10	19.01	0.150	28.51
Maine (part)	....	.....	0.290	24.13
Total for town purposes	....	$ 161,439.09	.....	$ 155,882.60
State Purposes	0.30	$ 2,546,983.61	0.350	$ 2,916,028.14
County Purposes	0.53	4,499,671.04	0.500	4,165,754.49
Sanitary District Purposes	0.34	2,886,581.42	0.290	2,416,137.60
	Avg. rate.		Avg. rate.	
Grand total of taxes levied	4.737	$40,224,333.53	4.618	$38,475,350.05

Rate of Taxation and Amount of Taxes Levied by the County Clerk for All Purposes in the City of Chicago for the Years 1910 and 1909, by Towns.

Town.	Rate in 1910. (a)	Taxes Levied in 1910.	Rate in 1909. (a)	Taxes Levied in 1909.
South Chicago	4.64	$15,834,636.19	4.47	$15,317,869.04
West Chicago	4.95	9,235,396.62	4.91	8,931,899.72
Hyde Park	4.64	4,824,091.77	4.47	4,476,753.01
North Chicago	4.88	3,334,525.67	4.84	3,248,358.40
Lake	4.64	2,996,445.98	4.47	2,793,987.63
Lake View	5.01	2,716,629.61	5.02	2,562,062.02
Jefferson (total)	....	879,599.99	4.03	777,129.68
Area not in park district	4.13	680,104.03	....	.....
Irving Park District	4.33	199,495.96	....	.....
Calumet (part) total	....	237,735.24	....	223,181.98
Area not in park districts	4.23	142,739.27	4.15	137,844.95
Calumet Park District	4.50	1,866.65	....	.....
Fernwood Park District	4.73	36,464.33	4.55	34,555.11
Ridge Park District	4.78	56,664.99	4.64	50,781.92
Evanston (part) total	....	153,355.91	....	132,663.56
Ridge Ave. Park District	4.59	40,608.60	4.35	36,536.52
North Shore Park District	4.62	112,747.31	4.42	96,127.04
Norwood Park (part)	4.19	10,763.90	4.16	10,291.01
Niles (part)	4.23	804.08	4.18	794.58
Maine (part)	4.13	348.57	4.32	359.42
Average rate for entire city and total taxes levied	4.737	$40,224,333.53	4.618	$38,475,350.05

(a) The variation of the tax rate in the different towns within the city is caused by the variation of the state rate for park purposes. The rates as fixed in 1910 and 1909 are based upon an assessed valuation of one-third of the actual or full value. In 1908 and prior years rates were based on an assessed valuation of one-fifth of the actual or full value.

1. The total assessed valuation of real estate in Chicago (excluding that of corporations and special franchises) for each year since a separation was made in the assessment of land and buildings.

2. The total assessed valuation of land, making the same exceptions as above, for each year since a separation was made in the assessment of land and buildings.

3. The total assessed valuation of improvements making the same exceptions as in the first question, for each year since a separation was made in the assessment of land and buildings.

Assessed Valuations of Real Property in the City of Chicago for the Years 1907, 1908, 1909, 1910 and 1911 (a).

	Assessed Value, 1907. (b)	Assessed Value, 1908. (b)	Assessed Value, 1909. (c)	Assessed Value, 1910. (c)	Assessed Value, 1911. (d)
Assessed Value of Improved Lands.....	$ 3,609,342	$ 3,526,386	$ 5,633,343	$ 6,192,171	$ 6,754.464
Assessed Value of Improvements on Lands	2,696,498	2,690,457	4,682,118	5,414,636	6,974,416
Assessed Value of Unimproved Lands...	2,839,138	2,578,091	3,975,458	3,773,993	4,273,696
Assessed Value of Improved Lots.....	162,081,510	160,195,084	269,539,999	270,989,372	302,566,353
Assessed Value of Improvements on Lots..	135,438,358	138,182,588	242,738,472	260,010,998	278,891,354
Assessed Value of Unimproved Lots.....	40,178,744	37,327,321	59,684,265	56,641,705	64,807,165
Total Assessed Value of Real Estate.	$346,843,590	$344,499,927	$586,253,655	$603,022,875	$664,267,448

(a) Beginning with the year 1907 the assessed value of improvements has been reported separately for lands and lots.

(b) During the years 1907 and 1908 the assessed value was 20%, or ⅕ of the actual or full value.

(c) During the years 1909, 1910 and 1911 the assessed value was 33⅓%, or ⅓ of the actual or full value.

(d) Under the law complete revaluation of real property is made every four years. In each intervening year the assessors are required to list and assess all real property not on the general assessment, to add the value of new buildings or other improvements, and to make deductions for any destruction or injury to any tract or lot.

Population and Area of the City of Chicago in 1910, by Wards.

Wards. (a)	Population. (b)	Area in acres.	Area in square miles.	Wards. (a)	Population. (b)	Area in acres.	Area in square miles.
1	29,528	1,440	2.25	19	58,023	640	1.00
2	42,801	800	1.25	20	61,708	800	1.25
3	46,135	960	1.50	21	47,906	960	1.50
4	49,650	960	1.50	22	49,324	960	1.50
5	57,131	2,240	3.50	23	44,320	800	1.25
6	75,121	1,600	2.50	24	52,428	1,120	1.75
7	90,423	4,160	6.50	25	99,696	4,160	6.50
8	65,810	13,624.32	21.288	26	74,793	4,640	7.25
9	44,801	640	1.00	27	113,336 (c)	20,920 (f)	32.6875 (h)
10	51,707	640	1.00	28	68,183	1,760	2.75
11	57,664	1,120	1.75	29	81,985	6,400	10.00
12	91,521	2,880	4.50	30	51,308	1,280	2.00
13	58,721	1,600	2.50	31	78,571	11,200	17.50
14	52,770	1,280	2.00	32	74,102 (d)	10,480 (g)	16,375 (i)
15	60,438	1,120	1.75	33	70,841	12,944	20.225
16	65,223	800	1.25	34	67,769	3,200	5.00
17	70,099	720	1.125	35	59,547	4,960	7.75
18	26,137	640	1.00				
				Total (j)	2,189,520 (e)	124,448.32 (e)	194.4505 (e)

(a) Wards as constituted prior to redistricting of December 4, 1911.
(b) According to Federal Census of 1910.
(c) Includes population of 543 in Edison Park annexed to City of Chicago November 8, 1910.
(d) Includes population of 3,694 in Morgan Park annexed to City of Chicago April 4, 1911.
(e) Includes Edison Park and Morgan Park.
(f) Includes 440 acres due to annexation of Edison Park.
(g) Includes 2,000 acres due to annexation of Morgan Park.
(h) Includes 0.6875 square miles due to annexation of Edison Park.
(i) Includes 3.125 square miles due to annexation of Morgan Park.
(j) Population of Chicago as estimated by the Chicago Bureau of Statistics on January 1, 1912, is 2,262,756.

STREET AND ALLEY PAVING.

Paving Laid During Year 1910.

Pavement.	Asphalt.	Brick.	Concrete.	Creosoted Block.	Granite.	Macadam.	Slag.	Total.
Square yards.....	946,085	374,601	2,123	63,857	259,987	234,605	8,000	1,889,258
Mileage	55.69	25.63	0.14	4.16	16.97	13.72	0.98	117.29 (a)

(a) Includes 47.31 miles of cedar pavement, 8.48 miles of macadam, 3.61 miles of asphalt, 0.84 miles of brick and 1.19 miles of granite replaced by other material.

Streets and Alleys Opened or Vacated in 1910.

Length of streets newly opened	14.020 miles
Length of streets acquired by annexation of Edison Park	9,242 miles
Length of streets vacated	7.328 miles
Net increase in total mileage of streets	15.934 miles
Length of alleys newly opened	22.931 miles
Length of alleys acquired by annexation of Edison Park	5.058 miles
Length of alleys vacated	4.241 miles
Net increase in total mileage of alleys	23.748 miles

Distribution of Pavement and Percentage of Each Class—December 31, 1910.

Pavement	Asphalt	Asphalt Block	Brick	Cedar	Concrete	Creosoted Block	Granite	Macadam	Medina	Novaculite	Rock Asphalt	Slag	Wood Asphalt	Total
Miles ...	530.69	1.74	147.03	349.59	5.11	15.59	95.07	574.40	1.19	2.00	0.57	7.48	0.05	1,730.51
Per cent	30.67	0.10	8.50	20.20	0.30	0.90	5.49	33.19	0.07	0.12	0.03	0.43	....	100.00

Total Mileage of Streets and Alleys—December 31, 1910.

Streets.	Streets, Miles.	Alleys, Miles.	Total Miles.
Improved	1,590.52	139.99	1,730.51
Unimproved	1,306.07	1,318.65	2,624.72
Total Miles	2,896.59	1,458.64	4,355.23

THE AMERICAN FLAG.

The patriotic enterprise in behalf of the "Stars and Stripes" for the universal honoring of the established emblem of the nation's power and valor, that was commenced in the Civil War period, was rewarded, first, by the placing of the flag on every school house in the entire north, and later by its more general display over the whole country. Nor did the movement cease then. It continued till many of the states and cities enacted laws naming a Flag Day on which to celebrate the adoption of the flag by the United States on June 14, 1777. The City Council of Chicago ordained that "on or before the 10th of June annually the Mayor shall issue his proclamation, requesting the observance of the anniversary of the adoption of the flag of the United States by a general display of our national emblem on the 14th of June, and requesting its observance in such other manner as may be deemed appropriate." In accordance with this ordinance Mayor Harrison issued the following proclamation:

June 12, 1911.

Whereas, As Wednesday, June 14, 1911, is the one hundredth and thirty-fourth anniversary of the adoption of the Stars and Stripes as the national emblem of the United States, and

Whereas, It is a day to be observed throughout the country,

Therefore, I, Carter H. Harrison, Mayor of the City of Chicago, in compliance with the law proclaim Wednesday, June 14, 1911, as Flag Day, and in accordance with the law I hereby request the observance of this occasion by an appropriate display of the American Flag from all public buildings, and such other patriotic demonstrations as may seem appropriate to the citizens of this community.

(Signed.) CARTER H. HARRISON, Mayor.

John Paul Jones, who was the first to fly the old ensign of the snake when he was lieutenant on the Alfred under Captain Esek Hopkins, early in January, 1776, was also the first to fly the new national ensign of the stars and stripes when he sailed from Portsmouth, New Hampshire, on the Ranger, Nov. 1, 1777, securing the first foreign recognition of the new standard from the French admiral, Le Motto Piquet, in Quiberon bay, just north of Nantes, on Dec. 14, 1777.

The Baptism of the Flag.

Strong in the breeze at the mainmast top there swung the sullen
Snake,
"Don't Tread on Me!" his warning plain for friend and foe to
take;
And his fangs were pointed to England and the wind was fair in
the west
As we sailed that day out of Portsmouth Bay with joy in the
sailor's breast.

Like a dolphin leapt the Ranger through the mist of the salt sea
.. spray,
Like a panther kept her keen nose down to smell the scent of her
prey;
And each hearty aboard saw glory ahead and felt good luck in
his bones,
For the ship and crew were staunch and true, and our captain
was John Paul Jones.

On, on we sailed to the shrinking East for wearisome days and
nights,
Until at dusk the lookout cried, "Straight for'ard the harbour
lights!"
"Wear ship!" cried the Captain; "heave to, and out with the
anchor, for now, I swear,
That should be Nantes on the coast of France whose lights are
gleaming there."

When daylight came and the lips of the sky were red on the lips
of the sea,
The bos'n piped, "All hands on deck!" and up on the deck came
we;
There stood the Captain with folded arms as we ranged ourselves
in line,
And said not a word that ever we heard, but we saw his eyeballs
shine.

We looked at him and he looked at us and, silent still, he laid
His hand on the halliards and lowered straight the flag we so
proudly displayed.
"What is this?" we asked. "Has he traitor turned? By God, it
shall go right hard,
But we stretch his neck from the quarter deck to the end of
yonder yard!"

The Captain read our thoughts and smiled, then raised his hand
and said:
"When I am false to my land, my men, may lightning strike me
dead!
I have lowered the flag, 'tis true, but see, another its place will
take—
The Stars and Stripes of the Thirteen States shall fly in the
place of the Snake."

And when the flag at the mainmast top was floating free and clear,
Captain and crew their voices joined three times in a thunderous cheer—
Cheered till the echo came back to us from out of the rocking shrouds,
Cheered till it seemed the sound of our cheers would pierce the purple clouds.

Far off in the harbour the Admiral heard the sound of our cheers, and he
With all of his fleet weighed anchor then and straightway put to sea;
But when he saw the Stars and Stripes saluting his own ensign.
Then down in salute came the Lilies of France on all the ships of the line.

"To your knees, my men!" cried Captain Paul, "and let us humbly pray
We may fight like men and die like men for the Flag we have raised this day;
Whatever the fates may weave for us, whatever may chance to be,
While the broad sea rolls we must spill our souls for the Starry Flag of the Free!"

And there in the light of the open sea, God's wind first kissed the sign
That freedom was born to men of our race and all of our children's line;
And there to God on His pathless deep and under His rosy sky,
His sea birds screaming around the Flag, we swore for that Sign to die.

—BARRETT EASTMAN.

There are many theories as to the origin of the flag of the United States, but the first official recognition was by the American Congress, when, on the 14th day of June, 1777, it passed the following resolution: "That the Flag of the thirteen United States be thirteen stripes, alternate red and white; that the union be thirteen stars, white in a blue field, representing a new constellation." It is conceded by all authors of books touching upon the subject, that the first flag was partially designed and made by Elizabeth Ross of Philadelphia, Pa. Although tradition speaks of the unfurling of the Stars and Stripes prior to its adoption by the American Congress, George Henry Preble, rear admiral, United States navy, in his "History of the Flag of the United States of America," has this to say: "Beyond a doubt, the thirteen stars and stripes were unfurled at the Battle of Brandywine, Sept. 11, 1777, eight days after the official promulgation of them at Philadelphia, and at Georgetown on the 4th day of October following; they witnessed the operation against and the surrender of Burgoyne, after the battle of Saratoga, Oct. 17, 1777; and the

sight of this new constellation helped to cheer the patriots of the army amid their sufferings around camp fires at Valley Forge the ensuing winter. They waved triumphant at the surrender of Cornwallis at Yorktown, Sept. 19, 1781; looked down upon the evacuation of New York, Nov. 25, 1783, and shared in all the glories of the latter days of the revolution." It waved for the first time over a foreign fortress when the Americans took possession of Fort Nassau, on the island of New Providence, the seat of government of the Bahama islands, on the 28th day of January, 1778.

Vermont having been admitted as a state March 4, 1791, and Kentucky June 1, 1792, Congress passed a bill, which was approved Jan. 13, 1794, enacting that "From and after the first day of May, one thousand seven hundred and ninety-five, the flag of the United States be fifteen stripes, alternate red and white; that the union be fifteen stars, white in a blue field."

The admission of the states of Tennessee, June 1, 1796; Ohio, Nov. 29, 1802; Louisiana, April 30, 1812; Indiana, Dec. 11, 1816, and Mississippi, Dec. 10, 1817, made a change in the flag necessary. During the session of Congress in 1817, a committee was appointed to inquire into the expediency of altering the flag, which committee reported on the second day of January, 1817, a bill to establish the flag of the United States, which after long debate was not acted upon during that session, and not until the session of 1818 was the bill passed, and finally approved April 4, 1818, and read as follows: "Be it enacted, etc., that from and after the fourth day of July next, the flag of the United States be thirteen horizontal stripes, alternate red and white; that the union have twenty stars, white in a blue field, and that on the admission of every new state into the Union, one star be added to the flag, and that such addition shall take effect on the 4th of July next succeeding such admission."

Stars were added to the constellation as new states were added to the Union in the following order: Illinois, on Dec. 3, 1818, was the first state to be admitted after adopting the flag, and following came Albama, Dec. 14, 1819; Maine, March 15, 1820; Missouri, Aug. 10, 1821; Arkansas, June 15, 1836; Michigan, Jan. 26, 1837; Florida, March 3, 1845; Texas, Dec. 29, 1845; Iowa, Dec. 28. 1846; Wisconsin, May 29, 1848; California, Sept. 9, 1850; Minnesota, May 11, 1858; Oregon, Feb. 14, 1859; Kansas, Jan. 29, 1861; West Virginia, June 19, 1863; Nevada, Oct. 31, 1864; Nebraska, March 1, 1867; Colorado, Aug. 1, 1876; North Dakota, Nov. 3, 1889; South Dakota, Nov. 3, 1889; Montana, Nov. 8, 1889; Washington,

Nov. 11, 1889; Idaho, July 3, 1890; Wyoming, July 10, 1890; Utah, Jan. 4, 1896; thus altering the flag from time to time, until it now contains forty-six stars. Two stars will be added July 4, 1912, for Arizona and New Mexico, respectively.

The army regulations at the present time, as issued by Hon. William F. Taft, then Secretary of War, provide:

"That the flag of the United States has thirteen horizontal stripes, seven red and six white, the red and white alternating, and the union of the flag consists of white stars in a blue field placed in the upper quarter next the staff, and extending to the lower edge of the fourth red stripe from the top. The number of stars is the same as the number of states in the Union. On admission of a state into the Union, one star will be added to the union of the flag, and such addition will take effect on the 4th day of July next succeeding such admission.

"That the field or union of the National Flag in the Army has, since July 4, 1896, consisted of forty-five stars, in six rows, the first, third and fifth rows to have eight stars, and the second, fourth and sixth rows seven stars each, in a blue field.

"That the garrison, post and storm flags are National Flags, and shall be of bunting. The union of each as described shall be one-third of the length of the flag.

"That the garrison flag shall have 33 feet fly and 20 feet hoist. It will be furnished only to posts designated in orders from time to time from the War Department, and will be hoisted only on holidays and important occasions.

"That the post flag will have 20 feet fly and 10 feet hoist. It will be furnished for all garrisoned posts, and will be hoisted in pleasant weather.

"That the storm flag will have 8 feet fly and 4 feet 2 inches hoist. It will be furnished for all occupied posts for use in stormy weather. It will also be furnished to national cemeteries and recruiting stations."

The flag of the United States at the time of the Revolution had thirteen stars; in the War of 1812, fifteen stars; in the Mexican War, twenty-nine stars; in the Civil War, thirty-five stars; and in the Spanish-American War, forty-five stars.

The first flag after its establishment in 1818 was made by Mrs. S. C. Reid of New York, and hoisted on the flagstaff of the

United States House of Representatives April 14, 1818. It was raised for the first time over the Massachusetts State House on Beacon Hill, Boston, Aug. 24, 1824.

The history of the American flag on the Pacific coast and beyond, in new possessions of the United States, is so recent as to be familiar to the generality of readers and travelers. As late as 1842 the national emblem had rarely been seen on water, and never on land, west of the continental divide. Now it floats as far over the Pacific ocean as to the extreme of Alaska, to Honolulu, and to the Philippines—a vast distance that makes that from Fremont's "South Pass" to the Atlantic at Boston seem inconsiderable almost.

THE CHICAGO POSTOFFICE.

(a) **DANIEL A. CAMPBELL, Postmaster, Room 358, South Wing.**

(a) John T. McGrath, Secretary to Postmaster, Room 358, South Wing.

(a) John M. Hubbard, Assistant Postmaster, Room 357, South Wing.

(a) John Matter, Auditor, Room 362, South Wing.

(a) Frank H. Galbraith, Superintendent of Mails, Room 351, South Wing.

(a) Le Roy T. Steward, Superintendent of Delivery, Room 379, West Wing.

(a) William Sansom, Assistant Superintendent of Delivery, Room 379, West Wing.

(a) Perry H. Smith, Jr., Superintendent Registry Division, Room 102, Adams street lobby.

(a) Joseph B. Schlossman, Superintendent Money Order Division, Room 403, North Wing.

(a) D. J. Foster, Superintendent of Inquiry Division, Room 402, South Wing.

(a) Paul Hull, Superintendent of Second Class Matter, Room 102, Adams street lobby.

(a) James N. Brady, Superintendent Bureau of Printing and Supplies, Basement, Dearborn street.

(c) Thereon W. Bean, Cashier, Room 125, Dearborn street lobby.

(a) 8:30 a. m. to 5 p. m. (c) 9 a. m. to 4 p. m.

Branch Offices—Carrier Stations.

Hours: 7 a. m. to 6 p. m. Daily except Sunday and Holidays.

Station.	Location.
Armour	3017 and 3019 Indiana avenue.
Auburn Park	612 West Seventy-ninth street.
Austin	5658 and 5660 West Lake street.
C	1247 and 1249 West Madison street.
Canal	112 North Canal street.
Carpenter street	741, 743 and 745 North Carpenter street.
Central	Adams and Clark streets.
Chicago Lawn	3510 West Sixty-third street.
Cragin	4207 Armitage avenue.
D	2108 and 2110 West Madison street.
Dauphin Park	8948 Cottage Grove avenue.
Douglas Park	1205 and 1207 South Western avenue.
Dunning	6443 West Irving Park boulevard.
Eastside	9909 Ewing avenue.
Edgewater	5501 and 5503 Evanston avenue.
Elsdon	3435 West Fifty-first street.
Englewood	449 West Sixty-third street.
Fifty-first street	5052 and 5054 Halsted street.
Garfield Park	3907 and 3909 West Madison street.
Grand Crossing	7427 and 7429 South Chicago avenue.
Hawthorne	3647 and 3649 Ogden avenue.
Hegewisch	13305 Erie avenue.
Hyde Park	1448 and 1450 East Fifty-fifth street.
Irving Park	4218 West Irving Park boulevard.
Jackson Park	1113 and 1115 East Sixty-third street.
Jefferson	4841 Milwaukee avenue.
Kinzie	323 West Kinzie street.
Lake View	929 and 931 Belmont avenue.
Lincoln Park	1546 and 1548 North Clark street.
Logan Square	2311 and 2313 North Milwaukee avenue.
M	Fortieth street and Cottage Grove avenue.
McKinley Park	3475 and 3477 Archer avenue.
Mont Clare	2314 North Seventieth avenue.
North Halsted	2454, 2456 and 2458 North Halsted street.
Norwood Park	6040 Avondale avenue.
Ogden Park	1614 and 1616 West Sixty-third street.
Pilsen	1507 and 1509 West Eighteenth street.
Pullman	4 Arcade building.
Ravenswood	1812 and 1814 Wilson avenue.
Riverdale	13565 Indiana avenue.
Rogers Park	7001 North Clark street.

BRANCH OFFICES—CARRIER STATIONS—(Continued.)

Station.	Location.
South Chicago	9210 and 9212 Commercial avenue.
Stock Yards	4191 and 4193 Halsted street.
Twentieth street	1927 Indiana avenue.
Washington Heights	1260 West One Hundred and Third street.
West Pullman	12005 Halsted street.
Wicker Park	1633 and 1635 Milwaukee avenue.

Four important stations without carriers or collectors, namely: Bush Temple, northwest corner of Clark street and Chicago avenue, or 112 West Chicago avenue.

Masonic Temple, Masonic Temple building.

South Water, 19 and 21 La Salle street.

Stock Exchange, southwest corner Washington and La Salle streets.

Besides there are 276 stations, called numbered stations, with a clerk in charge of each one; these are dispersed over the entire city and are found at drug and other small stores.

CARRIERS AND COLLECTORS FOR THE THREE DIVISIONS OF THE CITY.

	Carriers.	Collectors.	Total.
North Side	270	55	325
South Side	768	180	948
West Side	555	103	658
Totals	1,593	338	1,931

RAILWAY MAIL SERVICE.
(Room 310, Federal Building.)

Superintendent—E. L. Sest. Assistant Superintendent—W. C. Vandervoort.

INSPECTOR'S DEPARTMENT.
(Room 331 Federal Building.)

Inspector in Charge—James E. Stewart.

All cases of irregularities, depredations and violations of postal laws should be reported to this officer.

ILLINOIS

The Climate.

On account of the uniform elevation of the state, the climate is very largely determined by the latitude. The mean annual temperature decreases regularly from 58 degrees at Cairo to 48 degrees at Chicago. The mean temperature at Springfield is 52 degrees. The summers are hot and the winters cold, the range of temperature being from about 105 degrees to 20 degrees below zero F. The average annual rainfall is 36.5 inches. For the southern section the average is 39 inches, for the central district 36 inches and for the northern district 34 inches.

Prehistoric Illinois.

From a paper read before the last annual meeting of the State Historical Society by Dr. J. F. Snyder of Virginia, this state, the following paragraphs are taken:

The latest of the earth's great catastrophes, the Glacial Period, occurred long ago. Yet science presumes to determine its date, approximately, by our present chronological scale. Geikie says: "Upward of 200,000 years ago, the earth, as we know from the calculations of astronomers, was so placed in regard to the sun that a series of physical changes was induced, which eventually resulted in conferring upon our hemisphere a most intensely severe climate. All northern Europe and Northern America disappeared beneath a thick crust of ice and snow, and the glaciers of such regions as Switzerland assumed gigantic proportions." And the glacial epoch, according to Croll, extended here over a period of 80,000 years.

The American ice sheet—perhaps a mile or more in thickness over the area of our great northern lakes—covered Illinois, excepting a small northwestern corner, as far down as Jonesboro and Shawneetown, receding for a while, then again advancing, and finally very slowly disappeared by melting away. The valley of the St. Lawrence, as far up as Lake Erie, remained filled with ice long after the water sheds farther west were freed from their gradually retreating glaciation. Consequently the waters of Lake Michigan rose to the height of the old Chicago beach lines and then escaped in great volume through the valley of the Illinois river. In course of time the St. Lawrence ice barrier was re-

moved, thereby restoring the eastern outlet of the lakes, lowering Lake Michigan to its present level, and relieving the Illinois river valley of its immense enforced drainage.

For many centuries during and after the Ice Age, Illinois was a barren desolation in which terrestrial life was impossible. The great pachyderms, the mastodons and mammoths, that for ages had held undisputed sway over forest and plain, together with the entire primal fauna and flora, were swept away and buried in the mass of detritus left by the departed ice, commensurate in extent with the ice-covered area. That crushed, ground, water-worn material—classified by geologists as "mantle rock," "boulder clay, or till," and "glacial drift, or loess"—deposited from one to 450 feet in thickness, wrought vast changes in the physiography of our state by filling river beds and valleys, diverting streams in other courses and giving the average surface its present topographical flatness. Within ten or twelve hundred centuries following the last recession of the ice fields, the process of transforming Illinois from a lifeless solitude to a theater of teeming animation, by the agencies of rain and frost, wind and sunshine, was slowly accomplished. Life, both animal and vegetable, first appeared in the rivers and lakes. Vegetation cautiously creeping landward, spread, flourished and by succession of growth and decay for ages coated the drift sands and clays with productive soil.

Free From Cyclones.

Chicago has been singularly free from cyclones such as have devastated villages and cities in the continguous territory. The reasonable explanation of this fact appears to be that the light, humid atmosphere of the lake absorbs the approaching cyclone and disseminates it. The force of a cyclone, as the force of dynamite, requires repression and compression to educe it. The greatest force of the wind is felt by Chicago foot passengers when it is blowing at the rate of twenty-five or thirty miles an hour and is stopped by the elevation of a tall building, till it can escape around the corners, which is bad enough, but it is nothing much as compared with a real cyclone.

Officers of the State.

Governor:
CHARLES S. DENEEN (R.), Cook County.

Lieutenant Governor:
JOHN G. OGLESBY (R.), Logan County.

Secretary of State:
JAMES A. ROSE (R.), Pope County.

Auitor:
JAMES S. McCULLOUGH (R.), Champaign County.

Treasurer:
ANDREW RUSSEL (R.), Morgan County.

Superintendent of Public Instruction:
FRANCIS G. BLAIR (R.), Coles County.

Attorney General:
WILLIAM H. STEAD (R.), La Salle County.

Insurance Superintendent:
FRED W. POTTER.

Adjutant General:
THOMAS W. SCOTT, Fairfield.

United States Senators:
SHELBY M. CULLOM. WILLIAM LORIMER.

The State Capitol.

The construction of the present state capitol was authorized by act of the General Assembly Feb. 24, 1867. Ground was broken for the new building March 11, 1868; the first stone laid June 11, and the formal laying of the corner stone occurred Oct. 5 of the same year. The building, in an unfinished condition, was first occupied in 1876 and was completed in 1888, twenty-one years after the act authorizing its construction, at a total cost, in round numbers, of $4,500,000.

This building described above is the fifth state capitol of Illinois. The first, second and third capitols were built in Vandalia, the former capital of the state, and the fourth as well as the fifth in Springfield.

The first state capitol was built in Vandalia during the summer of 1819 and is described as a plain two-story wooden building, the lower floor of which consisted of a single room for the House of Representatives, and the second floor of two smaller rooms—one for the Senate and one for the Council of Revision. The Secretary of State, Auditor and Treasurer occupied rented offices detached from the capitol building. The first capitol was destroyed by fire Dec. 9, 1823, four years after its construction.

Mention is sometimes made in essays and addresses, and even in state histories, of "the Old State Capitol at Kaskaskia." The official records do not show that any such building ever existed.

While the seat of government remained at Kaskaskia, neither the state nor territory owned a capitol building; each Legislature was left to its own devices to provide a place of meeting, and each session secured a different building, or, at least, paid rent to a different landlord. If by the term "capitol" or "state house" is meant any building in which the legislaltive body holds its sessions, there may have been, and most probably were, several capitols or state houses at Kaskaskia. If, however, the term is restricted in its application to a building owned by the state and used for legislative assemblies and executive offices, the first capitol or state house was erected at Vandalia in 1819.

POSTSCRIPT

POPULATION OF THE CITY OF CHICAGO BY WARDS AS REDISTRICTED DEC. 4, 1911.

(Based on the Federal Census of 1910.)

Ward	Population	Ward	Population
1	60,081	19	63,778
2	62,577	20	65,343
3	61,566	21	64,977
4	58,737	22	62,937
5	59,209	23	64,600
6	61,860	24	61,037
7	64,928	25	59,029
8	64,126	26	60,273
9	63,442	27	62,178
10	62,527	28	62,185
11	63,120	29	66,529
12	60,158	30	60,343
13	61,300	31	62,847
14	61,685	32	67,161
15	63,584	33	64,948
16	65,223	34	57,141
17	70,099	35	59,884
18	60,108		
Total			2,189,520

Population of the City of Chicago by Divisions.

North Division.

Ward	Population	Ward	Population
21	64,977	25	59,029
22	62,937	26	60,273
23	64,600		
24	61,037		
Total North Division			372,853

South Division.

Ward	Population	Ward	Population
1	60,018	8	64,126
2	62,577	9	63,442
3	61,566	29	66,529
4	58,737	30	60,343
5	59,209	31	62,847
6	61,860	32	67,161
7	64,928		
Total South Division			813,406

West Division.

Ward	Population	Ward	Population
10	62,527	19	63,778
11	63,120	20	65,343
12	60,158	27	62,178
13	61,300	28	62,185
14	61,685	33	64,948
15	63,584	34	57,141
16	65,223	35	59,884
17	70,099		
18	60,108		
Total West Division			1,003,261

Recapitulation.

North Division	372,853
South Division	813,406
West Division	1,003,261
Total population of the City of Chicago as of July 1, 1910	2,189,520

Proposed New Bond Issues.

The Finance Committee of the City Council asks for new bond issues in the amount of $9,480.750, and Mayor Harrison seconding the Council, the proposition is to be voted upon at the election in April next. The total is for four several purposes—$5,000,000 for harbor construction, $4,000,000 for improving and extending the protective forces of the city, by building nineteen new station houses, including a central station and one new precinct station for the Police Department, and by building fifteen new houses for existing fire companies and houses for thirty-three companies to be established as they are needed; $370,000 for the Detention Hospital and $250,000 for the recreation beaches.

The arguments in favor of the occasional issuing of bonds by national, state and municipal authorities, upon which to realize money for needed public works, or in the case of the nation, to provide the means for its defense when necessary, are familiar to most people. Such needs being imperative, the general welfare and safety demand that they be met without avoidable loss of time. And as the future is as much concerned in these matters as is the present, it is but right that the resulting burdens be borne in proper share by the successors of those at present exercising their perogative of borrowing money for public purposes. The Union could not have been saved in the Civil War time had not the Washington government resorted to the expedient of making both forced and voluntary loans. We still are paying that huge debt, or the interest on so much of it as has not been paid. To take a recent instance. The construction of the Panama Canal could not have been begun had not canal bonds been authorized and issued as more money was wanted. The common sense of the whole people says that it is right and necessary that the next generation, which is to be in full possession of the benefits, shall pay in fair proportion the cost of the world's greatest artificial waterway.

As to Chicago and its harbor. Some years since much of the lake commerce was turned away from the city because of the inadequacy of the river harbor to the requirements of such commerce. The business public in consequence has suffered in reputation and in loss of wealth. Now it is proposed—the work is now on—to construct a harbor or a series of harbors, such as will profit the present, and the future greatly more so. The population at present of the city is 2,250,000, to be raised to 4,000,000 by the time bonds voted this present year shall fall

due. What is this but practically, at the maturity of the bonds, to reduce by one-half the liability for them, of the population per head?

Chicago City's bonded indebtedness notoriously is small. A sum of realized money equal to it would scarcely pay the interest on the bonded debt of New York city. Boston and Philadelphia, with populations insignificant as compared with ours, has each a larger bonded indebtedness than Chicago. Cincinnati's comes close up to ours. The bonded indebtedness of Los Angeles is almost exactly what Chicago's corporate share in the aggregate debt of the city is,—some $30,000,000. Four years ago Los Angeles had almost outgrown its water supply; its growth in population threatened to stop at the 200,000 figure; and to set population and business going again, her citizens voted to construct the Los Angeles aqueduct down through the Owens river valley, a distance of 400 miles, and at the same time they authorized the putting on the market of $25,000,000 bonds to defray the cost of that great work, which is comparable to the Chicago Drainage Canal. The bonds were taken as fast as they were offered, the city grew as never before, as no city, not even Chicago, had ever grown, till now it has 350,000 people, and it confidently is advancing toward the million mark. An inspiring example, if one were needed.

The First Brewing.

The brewing interests of Chicago had their origin in 1839, when William Lill and William Haas started the business in a little tenement building at the corner of Pine street and Chicago avenue. They were financed by William B. Ogden, or rather he was the employer of the nominal owners. Mr. Ogden was then the only ex-Mayor, he having been out of the executive office but one year. The extent of the manufacture was nine barrels a week. Later Mr. Diversey became Mr. Lill's partner and they together built up a large business. For this Mr. Diversey, Diversey boulevard was named.

APPENDICES

Appendix I.
Smoke Abatement and Electrification of Railway Terminals.

Two Notable Speeches.

Three subjects, these three among others, that are of great interest and concern to the people of Chicago—smoke abatement and electrification of railway terminals and the improvement of the downtown district—were discussed at the municipal dinner given in the Gold Room of the Congress Hotel on the evening of Nov. 28, by the Chicago Association of Commerce to Mayor Harrison and his cabinet and members of the City Council.

The Association's president, Mr. H. A. Wheeler, in opening the speaking programme of the occasion, said that "When we approached Mayor Harrison some months ago asking him if he would be our guest on some occasion, we informed him that it was not our purpose to have him and his official family come here and have us tell them what to do. To which he responded, 'Go ahead with that. A good programme, that. We should not object at all to your pointing out to us what you think we ought to do.' But," the president continued, "we very promptly advised the Mayor that that was not the way the Association of Commerce did things. Above all, we are not critical, nor censorious, nor meddling, nor fault-finding, but we are co-operative and helpful, putting ourselves underneath and behind things which the administration stands for, that are for the good of the city of Chicago."

Then President Wheeler proceeded with his more formal address on two of the subjects mentioned above, smoke abatement and electrification of railway terminals. He spoke as follows:

There are two principal phases of the question of smoke abatement, which are of nearly equal importance in the consideration of the subject. One is the effects of smoke, of gases, of cinders and of dirt, upon the public health, the public comfort and convenience, and upon the public's loss of its physical property. The other is the care of the city's industrial life, with due thought given to the known difficulties, and the unknown possibilities of harm, to our mills, factories and transportation lines, if we shall pass and enforce too drastic legislation with respect to this whole subject.

Now, the probolem is not new. England has protested for centuries against the evils of smoke, and yet England's commercial greatness is because of her fuel, and you might say because of her smoke. Back in 1661, in an old book I ran across a protest against the emission of smoke and gases from the coal fires of England, which might well be the tocsin of to-day, and fits absolutely into our own condition. This writer said, speaking of the coal fires of England:

"This is that pernicious smoke which sullies all her glory, superinducing a sooty crust or fur upon all that it lights, spoiling movables, tarnishing the plate, gildings and furniture, and corroding the very iron bars and hardest stones with those piercing and acrimonious spirits which accompany its sulphur, executing more in one year of damage than the pure air of the country could effect in hundreds."

When I read that it sounded just exactly like a protest against the Illinois Central. It is such an absolutely familiar phrase and has such a familiar sound that my mind traveled back from 1911 to 1661 and I was bound to admit that in all the centuries there had been very little progress made in the direction of this gentleman's protest.

Let us look at the matter from a local standpoint, for England, while she legislated or endeavored to legislate, decade after decade, and half century after half century, with all her protests and with now and then a shutting out of coal as a fuel, and then the admission again as pressure came too strong or as commerce grew too great, only in recent years did England herself take up the question of legislation against this evil, if you please to call it such, in an intelligent manner.

And Chicago was not far behind England in its own intelligent effort to control this matter. Our first smoke ordinance, Mr. Mayor, I believe, was passed in about 1881 and entrusted to the Health Department to enforce without adequate appropriation for a force of inspectors, and it was ten years later when the Council Committee on Health and County Relations, to whom the subject had been referred for a report upon the failure to enforce, asked for the detail of a sufficient force of police to assist the smoke inspector in the arrest and prosecution of violators of the ordinance, which report was ordered published and deferred. So for a period of twenty-two years we dallied with this question, while, in spite of the lack of appropriation, the Health Department bravely kept on with its work and, save for the periods of discouragement, really made good progress.

Then came the ordinance of 1903, when the Department for Inspection of Steam Boilers, Steam Plants and Smoke Inspection was established, finally leading up to the ordinance of 1907 creating a department for smoke inspection, and we know full well the progress made since that time, culminating in a recommendation for the electrification of terminals within the city limits.

Early in 1909 a call was made to the Association of Commerce to support an appeal for the electrification of our railway terminals, and a committee of engineers was appointed to make inquiry into the feasibility from the standpoint of motive power. This committee completed its report during 1910, agreeing that the developent of electrical motive power had reached a stage where it might be made applicable to the Chicago terminal proposition, but admitting that there were other considerations, notably the financial, upon which they were not competent to advise.

Then followed a conference between the association and the railroads, resulting in the conclusion that an attempt to electrify only the passenger terminals would not relieve the situation and that the electrification of both freight and passenger terminals would involve an enormous expense, all of which indirectly, and part directly, must be borne by the commerce of the city; that smoke abatement need not depend wholly upon electrification, and that the subject, having been brought home to all interests, the time was ripe for a co-operative study of the whole range of the subject.

Then followed several conferences with the Mayor and the heads of departments directly concerned—namely, health, smoke, local transportation and finance—and it was finally determined, since a scientific study of the matter would involve a cost of several hundred thousand dollars, a sum greater than the city could justify out of public fuunds, that the Association of Commerce create a standing committee to undertake the work, and the City Council authorized the Mayor to appoint four members of that committee, the final report to be given over to the Council for its consideration.

As the funds of the association were not sufficient to employ the expert staff needed, a meeting of the railroad presidents was called and resulted in their agreement to place at the disposal of this committee a sum sufficient to conduct the investigation with the greatest dispatch and with the highest efficiency.

To the man whose mind looks always for ulterior motive, this generous action on the part of our railroads may raise a question of the sincerity of the inquiry, but I, who, on behalf of the asso-

ciation, laid the matter before the representatives of the Chicago lines, stand here to bear witness that in agreeing to finance this great investigation not a single condition was named and no obligation imposed upon the association, even to represent the railroad interests on the committee. The committee was appointed in March, 1911, with four members representing the city, four the railroads and nine the Association of Commerce, in all seventeen.

The committee is: Dr. W. A. Evans, T. E. Donnelley, Milton J. Foreman and Paul P. Bard, representing the city; Darius Miller, William A. Gardner, Howard G. Hetzler and C. E. Schaff, representing the railroads; Jesse Holdom, Professor W. F. M. Goss, Ernest R. Graham, Richard C. Hall, Frederick H. Rawson, Harrison B. Riley, John W. Scott, Francis T. Simmons and Mason B. Starring, representing the Chicago Association of Commerce.

The spring and early summer were spent in securing a staff of engineers, and the country was searched for men who were most expert in their branch of engineering scince, until, in addition to our chief engineer, we have gathered into our organization a terminal engineer, an electrical engineer, a mechanical engineer and a statistical engineer, known beyond question to speak with fullest authority upon his special subject, and this staff of experts, with this committee, is undertaking the following investigation:

To ascertain the accurate consumption of coal by office buildings and manufacturing plants, railroads and vessels and for domestic purposes.

By accurate observation, using the Ringelman charts and extending over sufficient time to cover all atmospheric conditions to ascertain the actual proportion of smoke contributed by each of these divisions.

By observation and experiments covering one week in each month for the period of one year, to ascertain the gases and other substances emitted from the stacks and chimneys in each of these three divisions.

To analyze these atmospheric tests with respect to their effect upon the public health and their destructive effect upon stocks of merchandise, interior decorations and upon buildings, etc., as well as their effect upon vegetation.

And in so far as the railroad locomotive is concerned, to secure accurate information as to the devices for abating smoke and encourage their use upon all locomotives operating within the city limits and within that zone surrounding the city from

which smoke driven by wind may have an effect upon the city's atmosphere.

There are in reality about 1,700 railroad locomotives operated daily within the city limits, and the devices which have been found efficient in smoke consumption are blowers, brick arches, steam jets and fire doors. Of 1,600 locomotives on record in the offices of this committee, 90 per cent are equipped with blowers, 40 per cent are equipped with brick arches, 70 per cent are equipped with steam jets and 72 per cent with fire doors.

Experiments are being made with the Crawford under-feed stoker, and so successfully does this device seem to operate that if no weakness is found in the mechanism and its operation under hard usage, the problem of smoke emission on railroad locomotives will be solved almost completely.

In making these exhaustive investigations, it is not the thought of the committee, nor the engineering staff, to disprove the conclusions contained in the last report of the Smoke Department of the city, but to scientifically test their accuracy.

In this report you will remember the coal consumption of the city was estimated at 10,000,000 tons burned in 14,000 high and low pressure stationary plants, 1,600 locomotives and vessels, 1,400 special plants, besides hundreds of thousands of domestic fires. The Smoke Department estimated that while 6,000,000 tons of fuel was burned in high and low pressure stationary plants, these contributed 36 per cent of the smoke, while railroad locomotives, burning less than one-third the fuel, contributed nearly 43 per cent of the smoke; and that domestic fires, including flat buildings, burning a little more than 20 per cent as much as the stationary plants, contributed but 5 per cent of the smoke, and it is a debatable proposition, and worthy of accurate ascertainment, whether industrial fires, under constant supervision and with every known device for smoke consumption installed, could emit ton for ton of fuel burned 60 per cent more smoke than domestic fires without consuming devices and under no special scientific care.

Jointly with the analysis of smoke and its effect, inquiry is being instituted into the possibility of electrification. Already a survey has been made to ascertain the trackage which must be considered within the city, aggregating 600 miles of first and second main track and 1,700 miles of sidings, yards, etc. To this must be added 1,258 miles of track in the smoke zone, giving some conception of the magnitude of the problem, the cost and feasibility of which the committee has set itself to ascertain.

This great survey has for its object a triple purpose: First, to ascertain by complete co-operation of all the railroad lines how many locomotives may be put out of service within the city limits by an agreement for the joint use of motive power; second, how much through freight may be diverted around the city; third, cost and feasibility of electrification.

Think I have said enough to indicate the magnitude of the task to which the association's committee has addressed itself with a determination to solve Chicago's smoke problem on lines more thorough and scientific than has ever been attempted in any part of the world. It must be obvious that nowhere on this old globe of ours does there exist a terminal problem so great or so complex as that found here in our city, and time must be allowed for its solution.

The science of smoke abatement is an evolution; it cannot be legislated into effect no matter how drastic our ordinances until science has found ever-increasing methods and appliances have become more perfect. Nor will devices ever accomplish the end we seek, in all probability, without the aid of that personal equation which, through care and interest on the part of the fireman, is to-day found the most effective means for abating this nuisance.

From the beginning the individual interest of every good citizen in doing his part, of the press in encouraging every effort and keeping the subject alive, and of the city administration in its consistent and continuous effort to demand obedience to just laws—here lie all the progress which has been made, and so it will be to the end of time.

This effort being made by the association's committee is altogether in the interest of a square deal, and no element in all of the varied interests touching this subject is more sincerely and unselfishly working for a right solution than the railroads themselves. We appeal to the city administration, to the press and to the people of the city to believe in the sincerity of our purpose and to await with patience the consummation of the tremendous task we have undertaken, a task which will doubtless occupy a study extending over more than two years. Chicago has given to the world many inspirations and many lessons of real value, and we are now engaged upon one of greater value than them all, and for our conclusions, not only the cities of this country, but of the old world as well, are patiently waiting.

Our investigation is of international interest, for nowhere does a parallel situation exist. Here may be studied scientifically, under the most favorable circumstances, an evil which has troubled

the world for centuries. Here may be studied a railroad terminal proposition which for magnitude with respect to trackage and motive power is unequaled, and if you will aid us to deliberately find the solution, not only will Chicago be benefited, but the world will have one more cause for gratitue in the contribution to world science which will here be produced.

Mayor Harrison's Response.

Mr. President, governors, distinguished guests of the city of Chicago, and members of the Association of Commerce: It would be with great embarrassment that I stand before this audience, made up as it is of the leaders of the business and commercial world and the professional world of Chicago, to make the very brief and disjointed remarks that circumstances really force me to make this evening, were it not for the fact that your president has explained the conditions upon which I accepted the invitation of the Association of Commerce to attend the municipal dinner this year.

Your president told me, your committee told me, that a municipal dinner was one of the functions of the Association of Commerce, and that to give it with the administration left out would be something like giving the play of "Hamlet" without the melancholy Dane. I explained to him then, as he has stated to you, that personally I am not one of those who like to speak about the things that the administration with which I am connected is going to do, and I might repeat to you what I also said to the committee that waited upon me, that if after the end of a year, or a couple of years, your association gives another municipal dinner and asks the city administration to appear before it, we will be glad to come before you with a statement of what has been accomplished by the administration, with an account of our stewardship.

In the meanwhile I might ask your indulgence in dismissing the city government of Chicago from the brief remarks I shall make, with this statement, that I can speak for the administration, for the heads of the departments, for the City Council of Chicago, in saying that it is our desire, our aim and our ambition to do all that lies in man's power for the upbuilding and the development of Chicago, and to that end we ask your co-operation and active aid.

While I am on my feet I wish to take this opportunity to extend an official welcome to our distinguished guests, the governors of the great states to the west of us, who honor Chicago to-night with their presence, and to say that we Chicagoans are

not averse to blowing our own horn, saying what we think of our city and of its greateness, and to add to it that Chicago is great; and Chicago occupies its pre-eminence to-day because of the great states that these gentlemen represent, the great states that surround us, and to them, on behalf of the entire city of Chicago, it gives me the greatest pleasure to extend the heartiest of welcomes.

I also wish to felicitate the Association of Commerce upon its development and growth. I had the honor seven years ago, in one of the periods when I was Mayor of Chicago to attend the first municipal dinner given by your association. Your chairman tells me that that dinner was called together by, I believe, ninety men, and that after that dinner 700 of the leading business firms of Chicago banded together and formed the Association of Commerce; and that in the years that have passed you have so prospered, so grown, that to-day you number 4,000 of the great mercantile houses and firms of Chicago, and that others are ready to join your ranks, only waiting the asking. That is a record of which your association and the men who are responsible for its management can well be proud.

In those years our nation has prospered, and the city of Chicago has prospered with it, and in the prosperity of Chicago your association—I have not kissed the blarney stone—your association with the energy, the intelligence and the civic patriotism of its members has done a lion's share, and to your association in large measure is due the prosperity of Chicago during that period of time.

Recently I have been brought in contact with two branches of civic affairs in which your association has been of material aid to the city. It was only a few weeks ago we felt it necessary to issue a Macedonian cry for help to insure the endorsement by the people of Chicago of the bond issue necessary for the building of bridges spanning the Chicago river, bridges which it is absolutely essential to the welfare of Chicago to have built. Such was the energy with which your directors took charge of the matter that when the vote was taken it was practically unanimous in giving the endorsement by the people of the city to this great project; and I am glad now to have an opportunity on behalf of the administration of Chicago, speaking for the city of Chicago, to thank your president, your directors and your membership for the magnificent aid that was given to us on that occasion.

And there is another matter in which your association is of tremendous benefit to the city, and that is through the work of its bureau of conventions. I do not really believe that you gen-

tlemen yourselves realize what is being done by that committee of yours, or bureau, or whatever you call it, as thoroughly perhaps as I do; because all of these organizations that come to Chicago seem to expect the Mayor to deliver the address of welcome on the first day of the convention, and later on to attend the banquet at which they rejoice over the success of that convention. Personally, in self-defense, I have been obliged to make it a fixed rule to accept none of these invitations, but I send some one of the heads of departments of the city government to represent the city at these functions, and I can tell you, gentlemen, that I have many of them crying for help.

It is not only the two great matters that have been discussed in the two brilliant speeches that you and I have had the pleasure of listening to this evening; it is not only these two that are demanding settlement to-day by the city of Chicago. They are two great questions, but with them are others of tremendous moment to the people of Chicago. Take the question of subways, rapid transit through route subways, fed by the elevated roads to get rapid transit to the city, and using the surface lines for short hauls and as feeders to that rapid transit system; the question of a harbor, a new harbor, is absolutely essential if Chicago is to regain its place as the great shipping center on the Great Lakes, to put it in condition to accommodate the tremendous increase of commerce which will come with the building of the great waterway; the widening of Twelfth street, that great artery, to give accommodation to the citizens of the west side who wish to travel to the south side without going through the downtown district, and to the citizens of the south side who desire to visit the west side; the question of the extension, the widening of Michigan avenue from the magnificent boulevard in front of us through the congested district to the river, crossing the river and then up to Chicago avenue, connecting there with the Lake Shore drive, thus affording a magnificent esplanade, not only of benefit to the city of Chicago, but a beauty spot that will make Chicago a desirable place for strangers to visit, to come here with their money, to spend their money in Chicago and make Chicago the Paris of America.

And the settlement of riparian rights along the lake shore to the south, the connection of Grant park with the South park system by a magnificent through boulevard, with parks and bathing beaches along the shore to care for the poor, those of Chicago who cannot get away from Chicago in summer for vacations, and recreation piers to give breath and fresh air to the thousands of our citizens who are unable to leave here in the heated spell.

These are great questions, gentlemen, which can only be settled right if the city administration, the government of the city of Chicago, works hand in hand for the settlement of these questions with the leading citizens of Chicago. These are questions in which we have a common aim, a common ambition, and, Mr. President, and gentlemen of the Association of Commerce, the city administration of the city of Chicago invokes the aid of you gentlemen, asks your aid and co-operation in a proper settlement of these great questions, and in all of the things that are needed for the material prosperity of Chicago and for the development of higher ideals in our civic life.

Appendix II.

Mayor Harrison's New Year's Message to the People.

Availing of the courtesy of the newspapers, Mayor Harrison delivered the following message to the people of Chicago on the first morning of the new year:

Chicago closes her books for 1911 and begins the new year a giant stride in advance of all previous years in every department. For the new year the plans that have already been completed give assurance that there will be no halt in the onward march.

The end of the year 1911 finds Chicago in a most gratifying position financially and physically. The outstanding floating indebtedness has been paid in full and a reduction in the bonded debt of $1,038,000 has been accomplished.

The health conditions in Chicago have been particularly satisfactory during the last year, and the report of the Commissioner of Health shows that the death rate has been approximately 3½ per cent lower than for the year 1910. The fight to keep down the death rate among children, in whose behalf the Health Department has made an especial effort, has produced distinctly favorable results. There have been 416 less deaths among children under 2 years of age than occurred last year—a decrease of more than one a day.

The steps that have been taken in the last few months by the Law Department and by the City Council give assurance that

within the next year the fight for 70-cent gas for the people of Chicago will be ended in victory for the city and the gas consumers.

Plans for the construction of a transportation subway for Chicago also have been carried forward to such an extent in the year that has ended as to encourage every hope that the actual work may be entered upon early in 1912. Plans for the beautifying of the lake front, launched in the closing weeks of 1911, may be expected to bear fruit in the coming year. The plans for the widening of Twelfth street, and the boulevard link connecting the north and south sides, also have been advanced to a stage where active work may be looked for in the immediate future.

The Commissioner of Buildings in the last year has introduced a new feature into that department—the annual inspection of existing buildings. In the last year inspectors have made 3,800 annual inspections, and repairs were ordered upon 90 per cent of the buildings inspected. The work, of course, is distinct from the inspection of new buildings. The entire number of inspections made by the building department in the last year reached a total of 100,382.

A recent ordinance passed by the City Council has empowered the Commissioner of Buildings to enforce the abandonment and wrecking of old buildings whose floors will not carry forty pounds to the square foot. The result of this will be that in several sections of the city blocks of old buildings will be razed, to be replaced by new and modern structures.

The destruction of these old buildings may be expected to have a direct influence upon the health conditions. Last year, of the deaths that occurred in Chicago 40 per cent were due to what is known as preventable diseases, 4,942 of these being due to pneumonia and 3,702 to tuberculosis. The typhoid situation during the year that has just ended was the best the city ever has had, the rate being 10.7 per 100,000, which is much lower than most of the large cities in the United States.

The financial condition of the city at the present time is better than it has been at any period during the last ten years. On the last day of the year there was a balance to the credit of the corporate fund of $4.314,817.90 and a balance to the credit of the water fund of $2,450,000.

Dec. 14 the City Controller sold $1,500,000 worth of general corporate bridge bonds and $750,000 of judgment funding bonds.

After the issuance of these bonds the city will still have an unexercised borrowing power of $17,500,000.

Chicago in the last year has used its surplus money in the purchase of tax anticipation warrants, which are now issued on a 2¼ per cent basis, instead of being sold as formerly with an interest rate of 4 or 5 per cent. The annual saving to the city by this arrangement exceeds $125,000.

The activity of the Law Department is instanced by the progress of the action to compel the so-called "70-cent gas" rate. Although litigation was begun on Aug. 1, it already has been in two branches of the Circuit court and the United States Circuit court. As a result of the proceedings that have been taken the status of the matter has been so preserved by the injunction granted by Judge Scanlan of the Circuit court that the consumers of gas were saved approximately $1,000,000 a year under the existing 80-cent rate, and if the ordinance is sustained will have returned to them an additional sum of not less than $1,000,000 a year.

The policy has been adopted of refusing to settle track elevation damage claims out of court and of insisting upon the trial of such cases in open court. The wisdom of this course has been proven. Three cases of this character have been tried, resulting in the finding of "not guilty" in two cases and a judgment of $500 in the third.

The Board of Local Improvements exceeded all previous records in the mileage of streets and alleys paved in the last year. One hundred and thirty-three miles of streets were paved in 1911. There is now under contract ten miles of streets to be finished in 1912. The aggregate cost of the special assessment work done in 1911 was $5,052,876. Sixty-six miles of sewers were constructed at an aggregate cost of $685,783. During 1911 184.3 miles of cement sidewalk and 33.8 miles of cinder walk were constructed at a cost of $845,040.

The custom of former Boards of Local Improvements to allow liberal public benefits in what are termed "public benefit streets" has been discontinued as imposing a heavy financial burden upon the general fund of the city, to which all taxpayers are obliged to contribute their proportionate share.

During the last year the sanitary district, under its contract with the city, has expended in excess of $150,000, and is obligated by contract to expend as much more early in 1912 in installing

lights throughout Chicago. Twice this sum will be spent during the entire new year. Work has already been commenced upon the installation of 10,000 additional lamps and 350 2,500 candle-power flaming arc lamps have been installed in the downtown section. Chicago stands third of the larger cities of the United States in the number of arc lamps maintained for street lighting, and when the 10,000 additional lamps that are being installed shall have been placed in service this city will have a greater number of arc lamps and a greater candle power per square mile than any other city in the United States.

Under the direction of the Commissioner of Public Works, the water pumping stations have been operated so as to supply a satisfactory pressure over practically the entire area of the city. Over 100 miles of pipe have been tested for leakage, and it is estimated that an amount of leakage has been saved that would aggregate a total of more than $140,000 per annum. More than sixty-nine miles of water pipe, ranging in diameter from six inches to forty-eight inches, have been laid in the last year, together with feeder mains, at an expense for the latter of over $540,000, to give supply to new districts. Plans have been prepared for three new pumping engines at the Lake View pumping station, each having a capacity of 25,000 gallons per day.

The Roseland pumping station has been completed and is ready for operation.

The southwest land and lake tunnel is completed and the Edward F. Dunne crib is practically ready for operation.

The plans for the next year aggregate an expenditure of more than $1,000,000 for feeder mains designed to improve the pressure and deliver an additional supply of water to the districts where it is needed.

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The bureau of streets in the last year repaired 1,381,280 square yards of pavement and oiled 5,771,226 square yards of macadam pavement. In connection with the cleaning of the streets and alleys, 195,540 loads of dirt were removed and 15,101,700 gallons of water were used. The approximate expense for this work was 37½ cents per 1,000 square yards. In 1910 the expense per 1,000 square yards amounted to 42 cents. The amount of garbage

removed last year was approximately 237,317,039 pounds, and the expense attached to this removal was $3.78 per ton; the expense per ton for 1910 was $4.12.

The Department of Inspector of Oils, which until last year was a fee office, inspected from May 1 to Dec. 1, 1,911,452,700 barrels of oil. During the seven months between May 1 and Dec. 1, the first seven months of the operation of the office as a salaried position, there was turned into the city treasury as net profit $19,136.95. The estimated net receipts to the city from this department amount to about $32,000 annually, which, until the office was placed upon a salary basis, were the emoluments of the incumbent.

Privileges granted by the city through the bureau of compensation brought a total revenue to the city for the last year of more than $300,000.

The Department of Smoke Inspection reports a reduction of 21 per cent in the last year in smoke density in the downtown district. The Smoke Inspector makes the statement that there is a larger percentage of reduction in the railroad smoke than the smoke of stationary plants.

The close of the year finds the Civil Service Commission in the midst of an investigation that was begun to determine the truth of a report of the existence of collusion between the police and organized vice in this city. The investigation, which is still under way, already has resulted in the resignation of one official of the Police Department, the discharge of two inspectors of police found guilty of charges preferred against them, the discharge of three lieutenants of police upon charges preferred against them, and the filing of charges against nearly a score of other members of the department, in whose cases a decision has not yet been returned.

The Civil Service Commission has submitted a preliminary report recommending rigid changes in the organization of the Police Department, the report being based upon the investigation that the commission is conducting.

One of the recommendations of the commission has been the abolition of inspectorships in the Police Department—a step that already had been taken by the finance committee in the preparation of the budget for 1912. The Civil Service Commission at the conclusion of its investigation will present a final report on its findings.

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